

THE North-China Herald

AND SUPREME COURT & CONSULAR GAZETTE.

VOL. XXV., No. 697. SHANGHAI, OCTOBER 21, 1880. PRICE, Tls. 12 ½ AN.

Dr. J. COLLIS BROWNE'S CHLORODYNE.

THE ORIGINAL AND ONLY GENUINE.

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for Coughs, Consumption, Bronchitis, Asthma.

CHLORODYNE effectually checks and arrests those too often fatal diseases:—Diphtheria, Fever, Croup, Ague.

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CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

From W. Vesalius, Pettigrew, M.D., formerly Lecturer at St. George's Hospital, London.—"I have no hesitation in stating that I have never met with any medicine so efficacious as an Anti-spasmodic and Sedative. I have used it in Consumption, Asthma, Diarrhoea, and other diseases, and am perfectly satisfied with the results."

"Earl Russell communicated to the College of Physicians that he received a despatch from Her Majesty's Consul at Manila to the effect that cholera has been raging fearfully, and that the only remedy of any service was CHLORODYNE."—See *Lancet*, 1st December, 1864.

CAUTION.—BEWARE OF PIRACY AND IMITATION.—The public are further cautioned; a forgery of the government stamp having come to the knowledge of the Board of Inland Revenue.

CAUTION.—Vice-Chancellor Sir Page Wood stated that Dr. J. COLLIS BROWNE was undoubtedly the inventor of CHLORODYNE; that the story of the defendant, Freeman, was deliberately untrue, which, he regretted to say, has been sworn to.—See *Times*, July 10, 1864.

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Sole Manufacturer—J. T. DAVENPORT, 33, GREAT RUSSELL ST., BLOOMSBURY, LONDON.
5ap-31 74 October 6th, 1880.

NOTICE.

UNTIL further notice all receipts relating to the business of the *North-China Herald* and *Daily News* will be signed by me.

JANET PICKWOOD.
Shanghai, 16th March, 1880.

THE ST. JAMES'S BUDGET.

BEING

A WEEKLY EDITION OF THE "ST. JAMES'S GAZETTE."
FORTY PAGES, PRICE SIXPENCE.

WHEN, immediately after Mr. Gladstone's return to office, an arrangement was made by which the *PALL MALL GAZETTE* was to give up all its old opinions and take to new ones, there was no choice for its Editor, or for the Writers who had created and maintained its reputation, but to abandon the paper. This they did accordingly; but only to come together again, within the space of four weeks, under the flag of the *ST. JAMES'S GAZETTE*. The new paper thus named leapt at once into a great success; and now, in response to many inquiries from India, from America, and from British Colonists in various parts of the world, a Weekly Edition is printed under the title of

THE ST. JAMES'S BUDGET.

This journal is despatched from England on Friday afternoons. The subscription per quarter, including postage, is for China and India, 8s. 2d.; for all other parts of the world, 7s. 7d. Orders may be sent through any Agent, or direct to the Office,

DORSET STREET, FLEET STREET, LONDON.

19no 72

August 17th, 1880.

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In Boxes at 1s. 1½d., 2s. 9d., and 4s. 6d. Sold by Chemists and Medicine Vendors throughout the world.

Prepared by Jas. Korke, London. Specially valuable Pills for residents abroad and travellers.

24mr-83 56 25th March, 1880.

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Fire, Fall, and Burglar Proof
SAFES. See Official Report of Trial at Amsterdam.
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Trade Mark,—“Blood Mixture.”

THE GREAT BLOOD PURIFIER AND RESTORER,

For cleansing and clearing the blood from all impurities, cannot be too highly recommended.

For Scrofula, Scurvy, Skin Diseases, and Sores of all kinds it is a never-failing and permanent cure.

It Cures old Sores.

Cures Ulcerated Sores on the neck.

Cures Ulcerated Sore Legs.

Cures Blackheads, or Pimples on the Face.

Cures Scurvy Sores.

Cures Cancerous Ulcers.

Cures Blood and Skin Diseases.

Cures Glandular Swellings.

Clears the Blood from all impure Matter,

From whatever cause arising.

As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietor solicits sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS FROM ALL PARTS.

Sold in Bottles BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world.

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3rd Aug., 1880.

Patronized by the Aristocracy and Elite, extensively used in the Army and Navy, and highly recommended by the leading Medical Practitioners.

Protected by the Royal Letters Patent, dated October 11, 1869.

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DR. BRIGHT'S PHOSPHODYNE.

(OXONIC



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DR. BRIGHT'S PHOSPHODYNE is acknowledged by the first medical men in Europe as the most efficacious medicine hitherto discovered for Weak and Shattered Constitutions, Nervous Debility, Aversion or Incapacity for Study, Trembling of the Limbs, Indigestion, Female Complaints, Flatulence, Liver Complaints, Shortness of Breath, Drowsiness, Pains in the Head, Pimples, Impoverished Blood, and all diseases caused by a long residence in tropical climates, for which iron, mercury, &c., are given in various forms, often to the destruction of the patient's health.

DR. BRIGHT'S PHOSPHODYNE.—Until the introduction of Dr. BRIGHT'S PHOSPHODYNE, Phosphorus was but seldom prescribed as a Medicine, owing to the difficulty in so preparing it that its action could be kept under perfect control. It had been used in Almond and Olive Oils, in Sulphuric Ether, in rectified Alcohol, in Chloroform, and in several advertised medicines; but, in all the hitherto known methods of its preparation, certain irregular results have been experienced. But in the form of Dr. BRIGHT'S PHOSPHODYNE, its invaluable action on the human system is realised without any of those drawbacks which other modes of preparation invariably produce.

DR. BRIGHT'S PHOSPHODYNE. CAUTION.—PHOSPHORUS is sometimes sold in the form of Pills and Lozenges; it should be generally known that every preparation where solid particles of Phosphorus are in combination is highly dangerous.

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Certificates under the Trades' Mark Act, 38 and 39 Vict., have been granted to the proprietors, giving them the Sole Right to the use of the words "Dr. BRIGHT'S PHOSPHODYNE" in the United Kingdom, India, and the Colonies. The Trade Mark, Label, &c., are also duly entered at Stationers' Hall, London. Vendors of a Fraudulent Phosphodyne will be proceeded against under the Trades' Marks Statute, without further notice.

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DR. BRIGHT'S PHOSPHODYNE is the Best Known Remedy for Indigestion, Liver Complaints, and all Functional Derangements of either sex.

DR. BRIGHT'S PHOSPHODYNE.—The beneficial effects of the PHOSPHODYNE are frequently shown from the first day of its administration, by a remarkable increase of nervous power, with a feeling of vigour and comfort, entirely overcoming that dull, inactive disposition which many persons experience in their actions.

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Is Sold in Cases only by all Chemists and Storekeepers throughout the Globe.

DR. BRIGHT'S PHOSPHODYNE.—Full Directions for use in the English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Madrasse, Bengalee, Chinese and Japanese Languages accompany each case.

DR. BRIGHT'S PHOSPHODYNE.—Purchasers of this medicine should be careful to observe that the words "Dr. Bright's Phosphodyne" are blown in the bottle, and that the directions for use are printed in all the languages as above, without which none can possibly be genuine Phosphodyne. Every Case bears the Trade Mark and Signature of Patentee.

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AND DO NOT BE PERSUADED TO TAKE ANY USELESS AND POSSIBLY DANGEROUS SUBSTITUTE

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A. S. WATSON & Co., HONGKONG DISPENSARY, HONGKONG.

WATSON, CLEAVE & Co., SHANGHAI PHARMACY, SHANGHAI.

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29th June, 1880.

North-China Herald

AND

SUPREME COURT & CONSULAR GAZETTE.

VOL. XXV., No. 697. SHANGHAI, OCTOBER 21, 1880. PRICE, Tls. 12 ½ AN.

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LATEST MAIL DATES.

England,.....Sept. 10	Hankow,.....Oct. 17
Sau Francisco,.....20	Yokohama,.....11
Hongkong,.....Oct. 16	Nagasaki,.....17
Tientsin,.....16	Foochow,.....17

Latest Mail dates in England, from China.
 Hongkong,.....Aug. 2 } Received 8th Sept.
 Shanghai,.....July 28 }

BIRTH.

At Shanghai, on the 14th October, the wife of MARCUS EDWIN TOWELL, of a daughter.

MARRIAGE.

At the Cathedral, Shanghai, on the 18th inst., by the Rev. D. M. Bates, THOS. LAWRENCE FORD, of Shanghai, to SARAH ANNE, younger daughter of William Rooney, of Stratford, Essex. No cards.

DEATH.

At Macao, on the 8th inst., RAMILDO R. DE FONSECA, late of Shanghai.

METEOROLOGICAL REPORT.

Day of Month.	Barometer.		Thermometer.		Hygrometer.		WIND.		Rain-fall in inches previous 24 hours.
	9 A.M.	Atmospheric.	Max.	Min.	Dry bulb.	Wet bulb.	Force.	Direction.	
Oct. 15	30.10	69.0	77.0	63.5	69.0	68.0	2	N.E.	..
16	30.10	69.0	78.0	67.5	69.0	65.5	3	N.N.E.	..
17	30.10	68.0	74.5	61.0	68.0	65.5	4	N.N.E.	..
18	30.10	66.0	70.0	62.0	66.0	63.0	4	N.N.E.	..
19	30.03	66.0	74.5	62.0	66.0	61.5	2	North	..
20	30.07	64.0	75.0	67.5	64.0	60.5	2	North	..
21	30.10	64.0	74.0	58.5	64.0	61.0	3	N.E.	..

EXPLANATION.
 Initials:—b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; x. calm. Force from 1 to 21, estimated.

PASSENGERS.

DEPARTED.

Per str. *Fungshun*, for Tientsin—Mr. Molesworth.
 Per str. *Chintung*, for Tientsin—The Marquis de Canolle, Vicomte de Galard and Mr. Frank Rose.
 Per str. *Wuhu*, for Hankow—Mr. and Mrs. Ford.
 Per str. *Takasago Maru*, for Nagasaki—Mr. and Mrs. Dönitz and two children. For Higo—Miss L. Rankin, Dr. Rankin and Mr. G. A. K. Honey. For Yokohama—Miss Templeton, Mr. and Mrs. Wetmore, Messrs. A. F. Verplough and T. N. Lavrentieff.
 Per str. *Kiangyung*, for Ichang—Four Missionaries. For Wuhu—Mr. J. H. Burnett.

ARRIVED.

Per str. *Takasago Maru*, from Japan—The Marquis de Canolle, Vicomte de Galard and servant, Messrs. G. Wilson, J. W. Bell, C. Smith, J. Jaques, W. Macfarlane, M. L. Taft, Tamani and Sakawa.
 Per str. *Chintung*, from Hongkong—Captain Vincent.
 Per str. *Yangtsé*, from Marseilles—Mr. P. J. Hughes (H.M.'s Consul at Shanghai), and Mrs. Hughes, Mr. R. A. Mowat (Assistant Judge of H.M.'s Supreme Court for China and Japan), and Mrs. Mowat, Dr. and Mrs. Damitz and two children, Messrs. Bannermau (2), Mr. Wildey and ten French Missionaries. From Naples—Mr. Ghika. From Singapore—Mr. and Mrs. Joseph. From Hongkong—Mr. E. H. Parker (late H.M.'s Vice-Consul at Canton), Major Bridgford and Messrs. Wingrove and Chater.
 Per str. *Diomed*, from Liverpool—Mr. A. J. Steele. From Hongkong—Captain McClure and Mr. Poignand. From Amoy—Mrs. Beazley.
 Per str. *Glenengles*, from London—The Misses Barton and Miss Templeton.
 Per str. *Stentor*, from Nagasaki—Mrs. Brown and child and Mr. Radmore.
 Per str. *Wuhu*, from Hankow and Ports—Messrs. T. Walters and T. N. Lavrentieff.
 Per str. *Kiangyung*, from Hankow—Mr. and Mrs. Kindblad.
 Per str. *Europe*, from Foochow—Mrs. Renell and three children.
 Per str. *Paulah*, from Tientsin and Chefoo—Mrs. Jennings and two children, Miss Simons, Miss A. Gardner, H.E. Admiral Silveira da Motta (Brazilian Minister), Capt. L. da Saldanha da Gama, Messrs. Baffy and Lee.
 Per str. *Kiangyung*, from Hankow—Mr. W. Towers Brown.
 Per str. *Zambesi*, from Southampton—Surgeon A. McKimlay, Sub-Lieut. C. R. F. Payne. From Hongkong—Miss Emerson, Mr. French.

LEAVING.

Per str. *Sindh*, for Marseilles—M. and Mdme. du Pouey, Senhor H. Lisboa (Secretary of the Brazilian Embassy), Mr. Crutch. For Saigon—Messrs. Le Merré and Tajon. For Hongkong—Messrs. Lalljee, P. N. da Silva, and Rodriguez.

THE publication of the *North-China Herald* and *Supreme Court & Consular Gazette* commenced at 4.30 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, THURSDAY, OCT. 21, 1880.

READERS of the English newspapers during the last few months cannot have failed to notice a disposition to be much less lenient to the shortcomings of officials at home and abroad, and to insist on fuller inquiries into their conduct in office than would previously have been thought becoming. Formerly a general, an administrator, or any one in the public service, who made mistakes or was inefficient, got off rather easily. He might be made the subject of a few leading articles, or of inquiries in Parliament, but either his party—if he was a man of some political consequence—the heads of the department under which he served, or his friends, managed to hide many of his blunders so that after a short time they were pretty well forgotten, and the offender was scarcely the worse for the scrape he had fallen into. But it seems now evident that at least a large portion of the Press intends to be much more strict with public officials in future. So also will be many members of the House of Commons, especially that section in the present Parliament who have very little in common with the sentiment of the old whig or liberal party, to which they are in the meantime affiliated. The reforming eyes of these gentlemen will be everywhere, scanning with severe glances the action or inaction of every part of the public service. The democracy, which is just beginning to feel its power in England, will like and approve this. To many voters of the lower classes, it is some consolation to be set off against the hardship of paying taxes, that the men they send to represent them in the Commons can worry, and perhaps even abuse, those who are paid with the public money. That these voters will find many persons ambitious of parliamentary life, who will carry out their instructions to

be vigilant and troublesome, is certain. Equally certain is it that future governments will be compelled, to be more rigorous in their supervision of the public service, and less able to screen those who fail in the performance of their duties.

The correspondence between the Secretary of State for India and the Viceroy on the deficit in the Indian budget, which was lately presented to Parliament, contains language which is rarely seen in Government despatches. Some passages of Lord Hartington's are very much in the style of the old slashing leading articles in the *Times*. No doubt his lordship thought the occasion so serious as to call for strong criticism and rebuke. But it may be doubted whether his pen would have been so severe, had he not been aware that the public, or at least the democratic part of it which has now great power among his supporters, would approve of his calling a spade a spade in good round terms. In another case it seems safe to infer that it is owing to the resolve to bring to light the doings of those who have misconducted the affairs entrusted to them, that a high official in India, who was implicated in the blundering of the budget, has not been permitted to resign. Further explanations of his share in it have been required from him, and until these are furnished the Government refuses to let him go free. Another instance of the action of the same feeling, which we think pointed Lord Hartington's criticism, is to be found in the debates initiated in the Lords by Lord Strathnairn on the conduct of the war in Zululand. General officers have, of course, criticised one another's tactics before now, but there was always an *esprit* which made them confine their strictures to pamphlets which few read, or to discussions in their clubs.

It would be easy to multiply recent instances of the effect of the determination among at least a portion of those who influence opinion in the Press, and those who belong to their section of the party now in power, to sift the conduct of public men and to punish them for their errors. This activity may not continue, but while it does those who bring themselves within its power will be made very uncomfortable at the least.

We have been led to write thus, because we are sorry to say there is one part of the public service in China which is scarcely in a position to bear even friendly criticism. It has hitherto escaped public animadversion only because of that dislike to do what is certain to be unpleasant to others, which has always been a characteristic of our communities. We bear a great deal rather than complain. We groan at the delays in forwarding matters of great importance to us at Peking; and we now and then discover excuses for our representatives there in the obstruction of the Chinese. It is true that public spirit

among us is often inert, and criticism on the conduct of our officials, disapproval or condemnation of their actions, goes off in talk at dinner tables, or in other places where people casually meet. It is very rarely that any one thinks of writing to the newspapers with complaints of public institutions, or that we find ourselves called upon to comment upon the conduct of those who occupy official positions in our midst. Nor shall we do so now. But it seems to us that suitors in the Supreme Court have weighty claims to public sympathy arising out of the delays, to which, for one reason or another, they are subjected. We understand that certain cases, which were tried here nearly twelve months ago, are still undecided. In one of them, judgment was reserved on the 20th October of last year; it is still in strict reserve. Murmurs reach us from Japan of appeals which rest undecided, and one of these, from Yokohama, has already, we are informed, reached the venerable antiquity of two years. A little energy on the part of the Court will not be thrown away if it puts an end to the condition of affairs which such delays indicate.

Summary of News.

The French mail of the 3rd September arrived on the 15th inst., by the M.M. Co.'s steamer *Yang Tsé*.

The English mail of the 10th September arrived this morning, by the P. and O. steamer *Zambesi*, two days late, having had to anchor twenty-four hours after leaving Hongkong, on account of bad weather.

The American mail, ex *City of Tokio*, with San Francisco dates to the 20th September, arrived this afternoon, by the M.B. Co.'s steamer *Genkai Maru*.

A mail leaves to-morrow for Europe by the M.M. Co.'s steamer *Sindh*.

REUTER'S TELEGRAMS.

(Via Suez.)

Supplied solely to the "N.-C. Daily News." London, 13th October.

It is officially confirmed that the Turkish Ministry have adopted a resolution for the unconditional surrender of Dulcigno.

A great irruption of Turkish Kurds has been made into Persian territory where they have ravaged 170 villages.

16th October.

The State elections in Indiana have been carried by the Republicans by a small majority.

The Leaders of the Land League are to be prosecuted for seditious speeches.

The Papers in England and on the Continent deprecate the action of the Powers in pressing the Greek frontier question.

General Pau Tson, Commander-in-chief of the Forces in Honan, arrived from Hankow on Wednesday evening by the C.M.S.N. Co.'s steamer *Kiangpiau*.

Mr. E. H. Parker, late H.M.'s Vice-Consul at Canton, arrived on Friday by the M.M. Co.'s steamer *Yang Tsé* on his way to Chungking, where he will relieve Mr. Baber.

Old residents in China will be pleased to learn that Her Majesty has been graciously pleased to confer the honour of a Knight Commandership of the Order of the Bath on Mr. Henry B. Loch, C.B., Governor of the Isle of Man, and who, it will be remembered, was captured and imprisoned with Sir Harry Parkes, by the Chinese, when the allied forces were before Peking.

Major Bridgford, R.M.A., was among the passengers who arrived on Friday by the M.M. Co.'s steamer *Yang Tsé*. He is the representative of the firm of Sir William Armstrong and Co., and in the firm's interests he has come to China to give any information the Chinese may require in fixing and working the Armstrong guns which have lately been purchased by the authorities at Peking. He visited Canton on his way here, and to-day we understand he goes to the Kiangnan Arsenal at the invitation of the mandarins. After a short stay in Shanghai it is said that he proceeds to Tientsin and Peking.

Among the passengers who arrived by the M.M. Co.'s steamer *Yang Tsé* was Mr. P. H. Hughes, who comes to take up his appointment as Consul at Shanghai. Mr. C. F. R. Allen, who has been officiating since Mr. Davenport's departure, goes to Newchwang, to relieve his brother, Mr. Herbert J. Allen, who is expected to go Home shortly on leave. Mr. Mowat, Assistant Judge of H.M.'s Supreme Court, also arrived by the *Yang Tsé*, and Mr. H. S. Wilkinson, who has been officiating during Mr. Mowat's absence, left on Tuesday for Foochow in the *Diomed*. He goes on to Hongkong where he will meet the M.M. Co.'s steamer *Sindh*, in which he proceeds to England on twelve months' leave.

Mr. E. L. Oxenham, who has been Acting Consul at Wuhu, has assumed the duties of his post at Chinkiang, relieving Mr. T. L. Bullock, who proceeds to Wuhu.

Unceasing as the efforts had been to recover the body of the late Señor de Garay, Consul for Spain at Shanghai, who, as our readers are aware, fell into the river while landing from a sampan at the Ming-hong Road jetty, opposite the American Consulate, shortly before noon on the 11th instant, no trace of it was found until an early hour on Thursday morning, the 14th inst., when a coolie discovered it floating on the surface close to the King-kee Wharf, at a distance of about 100 yards from the place where the deceased fell in. News of the discovery of the body was immediately sent to the Hongkew Police Station, and Inspector Stripling had it removed to the General Hospital, where it was searched, and \$59 were found in the trousers pocket. The body, when discovered, was floating in an upright position, and the weight of these dollars was no doubt the cause. The friends of the deceased, and the Senior Consul, Dr. Focke, were communicated with, and the latter circulated a notice in the forenoon informing the various Consuls that the funeral would take place at 4 p.m., starting from the General Hospital. At this hour the flags at the different Consulates and those of the men-of-war in port were lowered to half-mast, and the Consuls, some other public officials, and personal friends of the deceased assembled

at the Hospital to pay a mark of respect to his memory in following his remains to the grave at the New Cemetery. After the first portion of the Roman Catholic burial service, *La levée du corps*, had been performed by the Rev. Père Couvreur, who is in charge of the Roman Catholic Church at Hongkew, of which the deceased was a member, a procession was formed, headed by twenty-five marines in white uniforms and about eighty sailors from the Spanish corvette *Doña Maria de Molina*, from which vessel the deceased was returning at the time he was drowned. Following the sailors walked the band from the same vessel; then came six priests, preceded by a crucifix, with the incense and nave bearers on either side, and eight acolytes, attired in white and violet gowns with white surplices. Then came the hearse containing the coffin, which was covered by the Spanish ensign, with three pall-bearers on each side. These were, on the right, Dr. Focke, Consul-General for Germany and Senior Consul; C. F. R. Allen, Esq., H.M.'s Consul; and J. J. Heemskerck, Consul for the Netherlands; those on the left being O. N. Denny, Esq., Consul-General for the United States; E. Morel, Esq., Consul for Belgium; and J. Haas, Esq., Vice-Consul for Austro-Hungary. Following the hearse were the other Consuls, and representatives from all the men-of-war in port, and a large following of other prominent residents. Among those present we noticed His Excellency H. Serruys, Minister for Belgium; B. Garnier, Esq., Consul-General for France; A. F. Pinto Basto, Esq., Consul for Portugal; J. E. Reding, Esq., Consul for Russia; E. Shinagawa, Esq., Consul-General for Japan; Dr. Christiernsson, Vice-Consul for Sweden and Norway; E. Vouillemont, Esq., Chairman of the French Municipal Council; J. H. Hart, Esq., Commissioner of Customs; W. H. Tapp, Esq., H.M.'s Registrar of Shipping; representatives from H.M.S. *Pegasus*, the French flagship *Thémis*, the U.S. corvette *Monocacy*, the Russian men-of-war *Nayezdik* and *Gornostay*, and the Spanish corvette *Doña Maria de Molina*; and the interpreters from most of the Consulates. The procession proceeded along the Kiangse Road, up the Maloo, and turned along the Defence Creek, the streets on route being lined with Chinese; the band playing solemn music all the way. Père Couvreur also officiated at the grave. The coffin bore the inscription "Alberto de Garay, drowned, 11th October, 1880, aged 36 years."

The Naples correspondent of the *Daily News*, under date of the 2nd September, writes as follows:—"The Minister of Foreign Affairs has received notice that the port of Fusan, in the Corea, has just been opened to Italian commerce. Three years ago permission to trade was given only to the Japanese. The concession now obtained is due to the efforts of the Duke of Genoa, commander of the Italian corvette *Vittor Pisani*, now cruising in the East. In order to appreciate the importance of the concession, it is only necessary to call to mind that in 1866 Admiral Rose, commander of the French fleet, and later on the American admiral, were unsuccessful in

opening negotiations to a similar end." Our information on the subject was to the effect that the Duke of Genoa failed to negotiate a treaty.

In the House of Commons on the 27th August, Sir Wilfrid Lawson asked the Secretary of State for India whether the important despatches on the Chefoo Convention, which the Secretary of State for Foreign Affairs was expecting when he received the deputation from the Anti-Opium Society on 14th June, had been yet received; and, if so, whether he was able to state their purport.—Sir C. Dilke said:—"I regret that the despatches referred to by the hon. baronet have not been received, and in justification of the statements made by my noble friend the Secretary of State for Foreign Affairs and myself, I may state that on 6th May, Sir Thomas Wade telegraphed that the report in question would be forwarded by the French mail leaving Shanghai on the 19th of that month. As the despatches had not reached the Foreign Office at the end of July, Sir Thomas Wade was instructed to report when they had been forwarded, and he replied on the 11th instant that the report was not complete."

A telegram was received here on Friday stating that in the October elections for State officers, Ohio and Indiana had both "gone strongly Republican." This is regarded as important news, especially as regards Indiana, which has long been considered as a Democratic State by both parties. The Republicans have not been victorious in the October elections there for twelve or fourteen years, although General Grant carried the State in the November elections of 1868 and 1872; in the latter year by a majority of 10,000 votes. In the last Presidential election, the Democratic candidate for Vice-President, Governor Hendricks, had a majority of 5,000 or 6,000. It is believed that the Democratic defeat this year is due to the personal unpopularity of the candidate for Vice-President, Mr. English. After the nomination efforts were made by the political managers of the party to induce him to resign his position in favour of Senator Macdonald, but he declined to do so. Mr. English belongs to Indiana himself, but is, however, what is known as a "hard money" man on the subject of finance, and the State has the reputation of being favourably disposed towards "soft money," or "inflation." Difference of opinion on this question between Mr. English and the leading men of his party in the State has perhaps had something to do with the defeat the Democrats have sustained. Ohio is generally considered a Republican State by a small majority, so that the victory there is not, by itself, likely to produce such important results. The double victory is, however, expected to exert a great influence over the States of New York, New Jersey and Connecticut, in which the Democratic party is sufficiently strong for the Republicans to describe them as "doubtful." It seems highly probable that these two Republican successes will influence to no small degree the result of the Presidential election in November.

The band of the Spanish corvette *Doña Maria de Molina* gave a concert in the Public

Garden on Wednesday afternoon. The prospect of once more hearing a really good musical performance attracted a large number of residents, who manifested their satisfaction by hearty applause at the conclusion of each piece. These marks of appreciation were well-deserved, and the commander and officers of the Spanish man-of-war are entitled to the thanks of the community for the treat so kindly provided.

The "Star of Faith" Lodge No. 3, I.O.G.T., gave a free public entertainment at the Temperance Hall on Monday evening. Various songs and recitations were given, and the District Deputy, Mr. W. R. Kahler, delivered a short address. Brother Garthwaite cleverly performed a number of feats of legerdemain, some of them for the first time in public. Unfortunately for the singers and speakers, the hall was scarcely half full, a circumstance that militated considerably against their success, as far as acoustics went. Hearty applause throughout the evening testified the satisfaction of the audience with the entertainment provided.

The Hon. Secretary of the Nippon Race Club has kindly forwarded to us the programme for the Race Meeting to be held at Yokohama on the 27th, 28th and 29th instant. Nine races are put down for each day, amongst which there is a one-mile race for China subscription griffins; there are three other races for China ponies; and five events for China and Japan ponies. All the others are for ponies bred in Japan. The Race Meeting promises to be a very successful one, and though the Club has only been recently resuscitated, or rather established, the old Race Club having been broken up, no prize will be less than \$100.

The hearing of Messrs. E. D. Sassoon and Co.'s adjourned suit against a native merchant for damages arising from refusal to take delivery of forty-seven chests of opium was resumed at the Mixed Court yesterday, before Mr. W. R. Carles, British Assessor, and the Chinese Magistrate Chén. The plaintiffs' statement showed that the actual loss sustained by them, through diminution in weight and the difference in the market price of the drug, amounted to Tls. 2,803. The opium in question had been retained in their godown, but they would rather have delivered it to the defendant. Mr. Solomon, who appeared on behalf of the firm, was told that the defendant had other large out-standing liabilities, but that the Magistrate would give his claim prior consideration if he were willing to make some abatement. Mr. Solomon agreed to accept Tls. 1,500, and to keep the opium. The defendant was called upon by the Court to pay this sum, but he declared that he was unable to do so, and was sent to prison. The head of the Opium Guild, who had been requested to arbitrate in the matter as far as deciding the amount of damage sustained by Messrs. E. D. Sassoon & Co., had declined to act.

On Friday the C.M.S.N. Co.'s steamers *Hankwang*, *Huean* and *Yungching* passed out to sea from the Yangtze river, with more troops bound to Shan-hai Kuan.

On Wednesday morning a native boat laden with bricks capsized in the "chow-chow"

water near the Police Hulk. Assistance was sent from the Police Hulk and H.M.S. *Pegasus*, and the two men on the boat were rescued.

Advices from Hakodadi, dated the 13th inst., state that the *Lord of the Isles*, the *Gustav*, and a small sloop called the *Alent* (?) have been wrecked on the S. W. coast of Saghalien.

The *China Mail* has received intelligence to the effect that the German steamer *Asia*, 1,004, Captain Hansen, from Amoy for New York, has gone on shore on the Island of Socotra, and that 400 tons of tea are damaged. The fact that the telegram speaks of the tea to this amount only being damaged would lead to the presumption that the rest of the cargo is safe, and that the vessel has been got off.

The British ship *Martha*, Captain J. A. Mitchell, belonging to the China Ship-owners' Association, arrived at the Lightship on the 15th inst., from Newcastle, N.S.W., after a passage of 43 days 22 hours, having left that port at 6 p.m. on the 1st September. She reached the equator on the 17th day after leaving port, experiencing S.E. trade winds to that period of her voyage. Thence to 16° N., light S.E. to S.W. winds prevailed, and the weather was dark and rainy. The Mariana Group were passed on the 7th, and the Loochoo Islands on the 13th inst. This voyage of the *Martha* was just ten hours longer than the corresponding one made by her last year.

About one o'clock on Tuesday afternoon the s.s. *Waverley* arrived off the Naval Yard from Hakodate and cast anchor a short distance from H.M.'s corvette *Modeste*. We are informed that the strength of the tide caused her anchor to drag, and carried her stern against the cutwater of the *Modeste*. Fortunately, the water-boat of the *Modeste* was alongside of her, and acted as a fender, else the results of the mishap might have been more serious to both vessels. As it was they both sustained damage. The *Waverley* was in charge of a pilot at the time of the accident.

The British three-masted schooner *Auguste*, Captain P. Thomsen, arrived, says the *Daily Press*, at Hongkong on the 10th inst., jury-rigged, having been in a typhoon. She reports:—Left Amoy on the 14th September. On the 17th, about 15 miles west of Samasanna Island by dead reckoning, encountered a very severe typhoon. At 8 a.m. wind commenced from the west, barometer 29.00, then hauling through N.W.N. to N.E. At 1 p.m. barometer 28.05; wind from the north, blowing a terrific gale, with sea from all quarters, ship entirely on her beam-ends and under water; had to cut away the fore-mast to bring the ship to the wind, sea breaking all over the ship, washing away wheel-house, binnacle, and boats, and smashing everything in the cabin and fore-castle. At 8 p.m., the wind began to moderate and barometer rose to 28.75. The next morning sighted two men on a piece of wreck, but could not render them any assistance. Rigged up as much sail as possible and steered for Hongkong, and had fine weather and light breeze till arrival. On the 30th passed the British barque *Livingston*, 20 miles S.E. of Samasanna, from Hongkong

to Newchwang. On the 3rd instant passed the German schooner *H. Bremer*, from Amoy to Tientsin.

Writing on the probable return of Tso Tsung-t'ang to Peking, the *Japan Herald* says that if he arrives when Admiral Lessofsky is also in the capital, it would not be surprised to hear that resistance to Russian demands was made, and that negotiations were broken off. There is a general expectation to the effect that Li and Tso, whose differences are now open, will proceed in their quarrel to extremities. Li has, however, a large army in Chihli, and Tso's troops are far away from Peking. However the dispute with Russia may end, it is probable that the differences between the various parties of Chinese politics will end in a serious struggle for power and ascendancy. If the Chinese provinces could be consulted, it would be seen no doubt that Tso has by far the largest number of adherents and sympathisers, and that Li has a much smaller hold on the affections of the Chinese peoples.

The most ancient astronomical phenomenon of which any record has been preserved by history or tradition appears to be a solar eclipse mentioned in the earliest annals of the Chinese. In the last century astronomers became acquainted with the allusion to it which is found in the Chow-king, or Shû-king, a work of the highest antiquity, by the learned labours of the Jesuit missionaries in China—De Mailla and Gaubil; and there seems to be little difference of opinion among modern students of Chinese literature regarding the correctness of Gaubil's interpretation. In the latest translation, by T. Legge, in *The Sacred Books of China*, published in 1879, as the third volume of the Oxford edition of "The Sacred Books of the East," the passage specially referring to the eclipse is rendered, ". . . On the first day of the last month of autumn the sun and moon did not meet harmoniously in Fang . . ." (Fang being a certain part of the heavens defined by two stars in the constellation Scorpio); and the revised edition of Gaubil's translation in Pauthier's *Les Livres sacrés de l'Orient* (Paris, 1875) and other translations agree very nearly. In his *Dissertation sur l'Eclipse solaire rapportée dans le Chou-King*, Gaubil had tried to determine the time of the eclipse by means of the lunar and solar tables which were available to him. He fixed upon 11th October of the year 2155 B.C. as the true date; and this date was accepted as settling the early chronology of China, though other years, especially 2188 B.C., found decided advocates. In 1840, Largeteau, making use of better tables, came in his *Etudes sur l'Astronomie indienne et sur l'Astronomie chinoise* to the conclusion that there was indeed an eclipse on the day stated, but before the rising of the sun at the then capital of China, and that the eclipse of 2128 was still less applicable, so that the chronology became again unsettled. Lately, Professor von Oppolzer, of Vienna, has examined all the eclipses which have occurred; when the sun was in or near Fang, during the three centuries between 2200 and 1900 B.C., and he has published his results in the *Monatsberichte*

of the Berlin Academy of Sciences. There were thirty-four such eclipses of which, however, only six or seven were found deserving closer examination, as the elements of the others showed at once that they would not give any considerable eclipse for China. There is some doubt about the place of residence of the Emperor Tchong-Kang, or, as the name is now written, Kung Khang, in the fifth year of whose reign the eclipse is stated to have occurred, but the question at issue will not be much affected by it. The result at which Oppolzer arrives is that it may be accepted with a high degree of probability that the eclipse alluded to in the Shû-King occurred on the morning of 22nd October, in the year 2137 B.C. The eclipse was an annular one, the annular track traversing China, and eight or nine-tenths of the solar disk were covered at any of the three places which were capitals of China during the Hia dynasty. For the present, however, Oppolzer's conclusion cannot be received without reserve. The ecliptical tables employed in his computations represent the results of Hansen's lunar tables, and the defects of the latter will have to be cleared up sufficiently before conclusions drawn for such remote times can be accepted with confidence.—*Academy*.

We take the following paragraph from the *World*, supporting, as it does, the view we took a short time ago in regard to Mr. Boulger's recent article in the *Nineteenth Century* on the "Future of China":—

"Englishmen who are watching the progress of affairs in the Far East should be careful not to take their view of the real condition of the Chinese Empire from such a paper as that in the *Nineteenth Century* on the 'Future of China.' The author has evidently never been in the country. He takes his account of the Chinese army from Timkowsky, a Russian, who wrote 'fifty years ago.' He is ignorant of the very careful description of the military forces of the Empire written by our present Minister at Peking, who has not only been nearly forty years in the country, but who is one of the first Chinese scholars, and was a working soldier—having been adjutant of a regiment of which Lord Clyde was the commanding officer—before he became a diplomatist. The author, moreover, has no knowledge of the great naval dockyard near Foochow, founded by M. Giquel of the French navy, at which nearly a score of sea-going ships of war of the smaller classes and their machinery have been constructed. He speaks of the naval arsenal at Kiangnan, near Shanghai, as though it had been just established; whereas it has been in existence over ten years. He believes that nearly all the ammunition, 'if not all,' required for the army is obtained from it; the fact being that the great cartridge factory of China is at Tientsin, hundreds of miles away. He supposes that no artillery is manufactured elsewhere than at Kiangnan in ignorance of the gun factory at Nanking, established by Dr. Macartney, at present Secretary of Legation in London. He says the 'Chinese navy consists only of foreign-purchased vessels;' not being aware that two steam frigates were built years ago at Kiangnan, besides the whole fleet turned out at Foochow. The small-arms factory at Kiangnan, he says, is 'not yet in full working order,' whereas in 1873 it was turning out breech-loaders at the rate of five hundred a week."

For a variety of news from the OUT-PORTS, JAPAN, &c., see other pages.

Editorial Selections.

ENCROACHMENTS ON THE HWANGPOO.

THE British Association has outlived the sneers of its detractors. Its present flourishing condition may be taken as a proof that it truly supplies a want. If its public meetings are somewhat suggestive of a mutual admiration society, its grants of funds enable many series of experiments and investigations to be carried out in a more satisfactory and systematic manner than could otherwise be done. Not the least of its advantages is the opportunity which it offers year by year to one or other of our great scientific authorities to deliver an address to the nation. It is not often that we are startled as we were a few years ago, when a great natural philosopher and experimentalist plunged headlong into the abyss of religious controversy from which he finally rescued himself by something very like a recantation. As a general rule we have a lecture on the subject to which the author has devoted a lifetime of study, and in which by common consent he is admitted to have excelled.

This year the subject was geology. It may seem but a bald and tame conclusion to such an address for the speaker to say that he has endeavoured to show that all the great geological changes of the past have been accomplished by the operation of the same forces which are operating at present. To many of his hearers and his readers the statement may seem hardly to require any proof. Yet not a few, not only of the general public, but of geologists who have studied the matter closely, still believe that in the mountains and valleys, the seas and the lakes of the world, they see the results of mighty convulsions of a character with which any of the changes at present occurring cannot bear comparison. It is true that Professor Ramsay did not attempt to suggest what may have taken place in the very earliest ages, but back as far as the Laurentian strata, back, that is, to a date before the existence of the Andes or the Himalayas, the mountain of Switzerland, or the prairies of America, before, in fact, the existence of any of the continents as we now know them, the forces of nature were, as he tells us, fashioning the land and sea into their present forms as slowly and as silently, but as surely, as they are doing to-day. But if this be so, the changes of to-day must be evident to those who take trouble to look for them. We have not to look far. Only the other day we noticed in this journal that a paper had been read at a meeting of the Asiatic Society, pointing out that at the present rate the whole of the Yellow Sea and the Gulf of Pechili would be filled up in 34,000 years by sediment from the great rivers of China. 34,000 years is a long time, but it is not a time beyond our powers of comprehension, and the action which in

that time will move the coast of China to the shores of Japan is, one may say, visible to the naked eye. That this process is gradually turning the sea-ports into inland cities is evident to the most casual observer. The rivers will doubtless still maintain channels sufficient to carry off the inland water, but the same cannot hold true of tidal estuaries. It does not follow that Shanghai is in immediate danger of extinction. Many and many a generation will have passed away before the gradual advance of the sea-board will have turned the Settlements at Shanghai into a village on the banks of a creek, but the action of these great forces of nature is not necessarily uniform, and any local disturbance tending to make Shanghai receive more than its due share of attention from the great Yangtze may bring sudden destruction. In 1879, the Bar at Woosung became much shallower than it had been for years, and as yet there is no sign of improvement. We by no means go so far as to say that this diminution of depth is necessarily permanent, but it rightly enough causes considerable apprehension for the future. But while we are bemoaning our fate it may be worth while to consider how far we may be answerable for it. No one supposes for a moment that the mouth of the Hwangpoo is kept open by the inland waters. If it were, nothing would be simpler than to contract the width of the river until any required depth was obtained, but it is known that the amount of inland water is too small, one might say too infinitesimal, to effect such a result. The mouth is kept open by the tidal water that enters and flows out again. Everything that diminishes the width of the river so far diminishes the amount of tidal water that enters and so far diminishes the depth on the Bar. We did not raise a protest against embanking the foreshore of the Bund; the numerous jetties had already done so much to attract a deposit of silt that the ground was already nearly at high-water level, and the effect of the alteration was to change a muddy bank into a pleasant grass plot without doing any great damage to the river. But as we have said, it caused no damage, only because the damage was already done.

Now there is a proposal to carry out further embanking operations near the Japanese Consulate. How far the object in view justifies this proceeding may be a matter of opinion, but we look upon all such embanking as a matter requiring the gravest consideration. We have not much sympathy with a Chinaman who encroaches on a road to improve his garden or enlarge his paddy-field, but encroachment on a navigable channel is a really much more serious affair. We do not presume to speak with authority on such a subject, but we cannot help having an unpleasant suspicion that in omitting to take precautions against silting of foreshores and in continually assisting

that process and looking upon the result as so much territory gained, we are slowly but surely killing the goose that lays the golden eggs by a course of neglect and slow poison.

SAIGON.

ENGLISH passengers by the French mail steamers have a grudge against Saigon. The stoppage there is a delay and a grievance, and they denounce the heat and the mosquitoes, the lack of extensive commerce and the glare and pretension of military rule which characterise the French settlement with a satire and a fervour that are partly begotten of prejudice, and partly the growth of *ennui*. They turn over the pages of the bulky dictionary of history and geography, which reposes on the saloon table of the steamer, and read the description of the great port of the Annamite Empire with an ill-concealed sneer on their lips. This unfavourable impression has some truth for its basis, but it has also some exaggeration in its expression. When we find the somewhat antiquated, but still accurate, Mons. Bouillet dilating on the regular streets, the numerous pagodas, the palace of the Governor, the strong citadel built by the French, the large and handsome magazines of rice, the arsenal, and the canal which joins the Douai to the Meikon and communicates with Cambodia, we contrast the vast ground plan and the meagre performance, and give a verdict in favour of the many colonies of our own country which does scanty justice to the French settlers. If, however, we can persuade ourselves to look at Saigon fairly, and to see the material at the command of the colonists, we shall retract some of our free criticisms. There is, we are bold to say, much to admire in the administration of Saigon. It is "a place of arms," perhaps, when it professes to be a place of trade, but it is destined, if we are not greatly mistaken, to play an important part in history. It is impossible to avoid admiring the order and decorum of its aspect. It is a colony governed on a distinct system. The Governor, M. De Villiers, is a civilian, for the Republican bias of the nation resented the government of an admiral, but if the contemplated operations against Tonquin are carried out, as they will be at an early date, it will probably be found convenient to revert to the old *régime*, with naval or military authorities at the head of affairs. However, the civil government has been in the main very thoroughly carried on, though, owing to the dangerous character of the climate, the officials come out only for two years, which is a great misfortune as directly a man knows his business he is recalled. There is a premium given to the "administrators" who remain for ten years (with short periods of furlough) at their posts, and thus many of the officials have the experience of old hands. The colony is ruled

on the communal system. Each district has its administrator with his summary Court, his gao, his school, his little church, and all the apparatus of what, for want of a better term, we will call parochial rule. The roads up to a recent date were taken care of by the administrator of the communal district through which they passed. The revenue is large, as may be guessed when we say that six million francs are derived annually from the opium and spirit farms. Every Chinaman pays a poll-tax of five dollars. The bulk of the revenue is of course derived from rice. There are three newspapers under the control of the Censor, but some licence is permitted to the leaders, as is proved by the strictures on the officials that from time to time find a place in the *Saigon Journal*. An Independent organ existed but for a brief space. For some time the leading idea of the Governor has been the making of a railway into Cambodia. This will be a work presenting large and frequent engineering difficulties, and holding out scanty prospects of productive returns on the money expended. Still, though the railway may not be made to-day or to-morrow, it is one of the things that must inevitably come, and we shall not perhaps have long to wait for it. The annexation of Annam is one of those events which may be looked for at any time. The ecclesiastical influence of the French missionaries in the Empire is enormous, and as the secular and religious aims of the missionaries have been allowed imperceptibly to approach a consummation without checks from rival European Governments, it is probable that the conquest of the sword has been prepared for gradually by the efforts of the priests. In Annam the high ecclesiastics are men of great power, and their numerous and docile flocks will be gradually prepared to acquiesce should the country come under French sway. The recent erection of a superb cathedral at Saigon, which is thronged with Annamites, and the enlistment of a numerous army of natives by the secular arm all point in one way, and Saigon will soon become a place of far more importance than the numerous class of Englishmen who sneer at the French as "non-colonists" imagine. The communal system of government where each "administrator" is responsible for the district assigned him, and where he has an efficient group of civil, ecclesiastical and educational agencies at his command, works amazingly well in Saigon, as it works in British Burmah. The burden of government is lightened, and each village and hamlet is brought into direct communication with its head. If in the fulness of time, China allows herself to learn lessons from the West other than those fiscal and warlike ones she is so ready to listen to, she may borrow much from the close and practical contact between ruler and ruled which prevails in Saigon, though it may be needful to

multiply checks against abuse and to introduce modifications of system suggested by differences of race, climate and past history.

IRELAND AND FENIANISM.

WHAT little news reaches us by telegraph of affairs in Ireland is by no means reassuring, and the latest despatch that the Government barracks in the west of Ireland are being prepared for the reception of the largest possible number of troops is of a most alarming nature. That the rejection by the Upper House of the Compensation for Disturbance Bill has added fuel to the flames which sprang from the almost famine of last year is evident. That the bill itself violated all our English notions of political economy is undeniable, but the Prime Minister informed the Lower House that part of Ireland was within a measurable distance of insurrection, and on that ground begged the House to pass it. Had he realised how strong would be the opposition in the House of Lords, it is possible that the Bill would have never been introduced; for its rejection has done more harm than would have followed if the question had never been broached. Rightly or wrongly, the Irish peasant believes that he has a right in the land going far deeper than the conditions of his lease; that, in fact, he has a kind of concurrent ownership with that of the landlord, and that to evict him, if the misfortune of a ruined harvest makes it impossible for him to pay his rent, is an oppression which he is justified in resisting to the death. It is a form of tenancy which still exists in India, which once existed all over Europe, but which has died out in England, and with which the English people appears now unable to sympathise; but it exists in one form legally in the north of Ireland, as the Ulster tenant-right, and it would almost seem as if there would never be peace in Ireland until either this tenant-right is granted to the rest of the country, or until the present population is exterminated. The latter is an alternative which no wise statesman can entertain; and it is not to the interest of England to drive to the United States a constant crowd of hereditary enemies to her rule. It is the object of the Land League to procure this tenant-right, and they were willing to be satisfied for a time with the very mild provisions of what was known as the 'Disturbance Bill.' But if we may believe a long letter which appeared in the *New York Herald* of 12th August, the English Government in Ireland is threatened with a worse enemy than the Land League.

This enemy is the Fenian revival known as the Irish Republican Brotherhood, whose avowed object is the establishment by force of the Irish Republic. The author of the letter premises that it speaks well for the brotherhood that its working and constitution are so successfully concealed,

and he proceeds with true Irish consistency to give a detailed history of its organisation and a description of its leaders. It has taken up, under the guidance of more than one well-known Irish member of Parliament, the dropped threads of the Fenian conspiracy, and since its re-organisation in 1868 has made sure but steady progress, only interrupted by two side issues with which it has no sympathies—the Home Rule movement and the Land League; and in this antagonism between the various agitations with which Ireland is afflicted, lies probably a part of the security of English rule. Every member of it, who must be duly proposed and seconded and certified to be a fit and proper candidate for admission, pays at least 3d. weekly towards the cost of arms, and 1d. monthly to defray expenses, while he is liable to immediate expulsion if he betrays its secrets, or speaks disrespectfully to or of its officers. It is divided into circles under centres, the duty of the centre being to take charge of the arms, to watch over the fealty of his circle, and to appoint the necessary subordinate officers. The members are not allowed to keep or carry the arms provided for them, which are in the sole charge of the centre, and he and two other officers of the circle are alone allowed to know of their place of storage. But as conspirators are proverbially mistrustful of each other, the members are instructed to appoint a committee of inspection before whom the arms must be produced when required. Impelled by the same mistrust, the constitution obliges the centre to appoint a vigilance committee who act as spies on the members of the circle, and who are to be unknown to the members and to each other. A black list is drawn up of Government spies, informers, and enemies to the brotherhood generally, and any member holding any communication with a black sheep is incontinently expelled from the circle, while any officer or member losing or mislaying any compromising document, such as the rules of the association, is for ever banned from the I.R.B. The above is given as a summary of the forty-nine rules of the brotherhood; and it is curious that with all these precautions, the rules are given in full in the *New York Herald*, where they are perfectly accessible to whoever cares to know them.

The object of this conspiracy being the forcible destruction of British rule, it is obvious that it cannot ally itself with the Home Rule party or the Land League. The Home Rule party is willing to allow the supremacy of England in high politics, if Ireland may be allowed to manage its internal affairs; but the Irish Republic seeks absolute independence. The object of the Land League is the suppression of landlords and the creation of a peasant proprietary; but the new conspiracy wants the assistance of the landlords because they are rich, and would be the natural

officers in the movement, while peasant proprietors would soon become yeomen, and would feel little desire to waste their lives and substance in such a Quixotic enterprise. *Qui zonam perdidit, ibit.*" There are at present, we are informed, 36,000 paying members in Ireland, and nearly 12,000 in England and Scotland, making a total of 48,000 men, of whom 12,000 are armed with Snider rifles. But their military chest is but scantily furnished with £800—hardly enough to begin a campaign on.

If the matter were not so serious, if the Irish peasantry were not so readily incited to deeds of blood by interested guides, who generally succeed in taking good care of their own safety, this reported organisation would be merely laughable; and the best way would seem to be for the Government to encourage secretly all three of the agitations, in the hope that they would cut each other's throats. A good harvest this year may do something to quiet the disturbed minds of the peasantry; meanwhile the Irish question, the bad legacy of a long period of misgovernment, requires the exercise of the highest statesmanship for its solution.

THE AFGHAN CAMPAIGN.

It is now considerably over a month since Reuter's Company gave us any news of the Afghan campaign. The last two messages, received here on the 4th and the 9th September, gave us the cheering information of the signal defeat of Ayub Khan and the capture of his guns. One of them told us also that ten thousand, the other that no prisoners had been taken. The latter account seems the more probable, as it is difficult to see what our armies in Afghanistan, themselves finding it no easy task to keep up the necessary supplies of provisions and fodder, would do with ten thousand prisoners. Of General Phayre's advance to Candahar, no news has been vouchsafed us; and it will be very interesting to know what has become of Ayub Khan himself, and what disposition has been made of the large English forces which the arrival of Generals Roberts and Phayre have concentrated at Candahar. It shows with how little intelligence our supply of telegraphic information is directed, that the only news we have received from India by that agency for more than a month is the information of the appointment of General Roberts, "Fighting Bobsy," to the Commandership-in-chief at Madras.

Now that we know how thoroughly the march of General Roberts from Cabul to Candahar has succeeded, it is amusing to read the anxious doubts on the wisdom of the march expressed both in Parliament and the Press. Sir William Palliser, himself a soldier, was the mouthpiece of the Colonels in the House of Commons, who regarded it as a foolhardy exploit, which could only end in a disaster from which the

present Government could hardly expect to recover. The very men who light-heartedly approved the commencement of the Afghan war, were, when the last mail left Home, exclaiming against the rashness of sending General Roberts on an expedition which was safely accomplished by General Nott in 1842, and by Sir Donald Stewart in the present war. "Fighting Bobsy" had with him ten thousand picked men, a fair proportion of them Europeans, with all provisions for thirty days, and his march was through a well-supplied country in which no serious opposition was expected: but the fact that he was marching *en l'air*, as it is called, that is, with no base on which to retreat if necessary, struck with horror the retired heroes in the Houses of Parliament. That audacity is a great element of success in such expeditions; that Cæsar, Napoleon, Sherman, all furnished favourable precedents for the step, was forgotten: and it was equally overlooked that Sir Donald Stewart and General Roberts himself were as much in favour of the march as the Viceroy and his military advisers. Its success will doubtless have restored whatever loss of prestige Colonel Burrows's defeat may have occasioned; and will have been another proof that if, as often happens, small commands are allowed by our own carelessness or undue depreciation of our foes, to be defeated, a severe retribution inevitably follows.

We are anxious to learn now what the present Government propose to do with Candahar. In acknowledging Abdul Rahman as Ameer of Cabul, we specially excepted Candahar and its neighbourhood, mainly because it was considered that it could be easily retained, and would become under our protection a great commercial centre, its population and that of the surrounding country being supposed to be very friendly to our rule. The defeat of Colonel Burrows and the subsequent investment of the city, have shown that our hopes were fallacious, and it appears now that if we propose to retain Candahar, we must keep a considerable force in the city itself, and spend no small army in keeping open its communications with India. The criminal folly of this last Afghan war is at last proved; to retain the country would require the constant presence of an army at an expense in men and money which India cannot, and England will not, afford. Sir Herbert Edwardes, no mean authority, has shown by a forcible illustration that in quarrelling with the Afghans and invading their country, we have been playing into the hands of Russia. "If," he says, "you had a swamp between you and your enemy, would you cross it to attack him, or allow him to cross it to attack you?" There is only one answer to the question; Afghanistan was the swamp between us and our supposed enemy, Russia; the late Viceroy decided to try and cross it with a view of

attacking Russia. It has helped to drown himself and the Government which appointed him; it is the task of the new Viceroy to get out of it as soon as he can with honour. This Afghan war has proved again the old truism, that if a man does not want to be friends with you, it is not advisable to try and thrash him into friendliness. Success is with many people the test of wisdom, and it is therefore fortunate for the new Viceroy that the evacuation of Cabul and the march to Candahar have resulted so favourably; but they would have been wise steps even had they failed. Whether Abdul Rahman will be able to maintain himself on the throne time alone can show; of the various available pretenders he was the most eligible, and he at least succeeded in reaching Cabul without any help from us. That his reign will be any assistance to Russian aggression we do not for a moment believe, for the Afghans have shown us again, as mountaineers have so often done before, that poor as their country may be they will fight to the death for its independence.

THE CHANNEL PASSAGE.

EVEN at the distance of 10,000 miles there must be many who cannot altogether forget the horrors of crossing the English channel. The walk from the train to the boat in the drizzling rain with so many bundles and packages that if one had twenty hands there would hardly be one to spare for an umbrella; the wretched passage on deck where in bad weather one often sits, nominally kept dry by a huge oil-skin coat, or the still more wretched passage in the fetid atmosphere of the cabin, finishing up with the horrible crush at landing, where everyone seems to be impressed with the idea that if a number of people wish to disembark quickly the first step is to wedge themselves into a compact mass in which no one can move. We would not suggest for a moment that any of our readers who belong to the sex which suffers most on such occasions can remember the Channel passage anything but what it is, but there must be many of the sterner sex here who knew it at all events in the days when it was no uncommon thing for the steamer to be unable to enter Calais harbour, and regardless of weather, passengers and luggage had to be transferred into a boat little bigger than a steam launch.

From time to time attempts at improvement have been made. At Dover and Calais, Boulogne and Folkestone, harbours have been deepened, or piers extended, and with better harbours have come better boats. To the *Bessemer* we need not allude, but the Dacey system has held its own though it has not superseded the older model. Quite lately we have an account of the trial trip of the *Albert Victor*, a ship which will undoubtedly shorten

the passage, and to some slight extent mitigate the discomforts of the journey. But it is clear that until a railway company can advertise London to Paris, without change of carriage, no one will be satisfied. Far be it from us to suggest that thereafter everybody or anybody would or even should be satisfied; we only choose that particular epoch as one when the public and the railway companies may both, as it were, halt to take breath, and refresh themselves for further efforts. Schemers and promoters have attempted to reach this goal by two different roads. The system of carrying railway carriages in steamers has been in use in Scotland to a small extent for a very long period, and in America to a great extent for a period not much shorter. The system is also employed on the continental lakes and elsewhere. The Central Pacific Railroad Company have lately completed a very large boat for carrying trains across one of the Straits near San Francisco. The boat is 424 feet long and has on its deck four lines of rails, capable of taking twenty-four large American passenger carriages. Though the distance over which the trains have to be ferried in this case will fall far short of the distance traversed on some of the lakes, the difficulties to be overcome and the size of the steamers will make this railway ferry among the most important in the world. From time to time during the last fifteen years really *bona fide* attempts have been made to inaugurate some such scheme for the channel passage. The difficulties are, we believe, by no means insuperable. Railway carriages would doubtless be troublesome deck cargo, but not so bad as 80-ton guns. No doubt considerable forethought would be required in the matter of selecting a carriage. Would it be wise to take a smoking carriage in hopes of securing non-seasick fellow-passengers at the risk of being unable to stand the odour of the fragrant weed, or would it be better to select a non-smoking compartment with the certainty of—well, with the certainty of the old scenes being repeated?

But while we have accounts of trial trips of new steamers, and while American progress reminds us of the brains that are no doubt still busy elaborating some more satisfactory scheme than has yet been devised for a channel railway ferry, we remark that the French Government have extended for three years the concession given to the Channel Tunnel Railway Company. This Company has existed under one form or another for several years. Who first suggested the idea of a tunnel it is almost impossible to say, but it is more than forty years since M. Thoné de Gamond began to elaborate a definite scheme, and it is nearly a quarter of a century since that scheme was reported on by a French Commission.

It is nearly twenty years since English promoters went into the matter. The

late Mr. Brassey was one of the most ardent supporters, and his interest, no less than his capital, proved of much service. Many tens of thousands of pounds have been spent, but up to the present time the tone of public opinion has not justified the promoters in launching a scheme for raising the necessary £10,000,000. It is a maxim with many men well qualified to give an opinion, that no reasonable scheme which has once been *bona fide* taken in hand and proved to be feasible, ever fails to be carried out. It is difficult to prove the falsity of such an opinion, because if any old scheme be still a scheme, and nothing more, its supporters may say its time has not yet come; while the Suez Canal and the Mount Cenis Tunnel, not to mention ocean steam navigation, are proofs of how pluck and perseverance can live down the most determined opposition.

How far such doctrines hold true in China it is difficult to say, but it would, we think, be safe to bet that the traveller from Peking to London will have a chance of taking his seat in a through carriage from Paris to Charing Cross before he will hear either in English or in its equivalent Chinese, "This way to the Tientsin express!"

Outports.

HANKOW.

The *Hankow Tea Statistics*, of 11th October, says:—This is the last report for the season. The following business has been reported since the 4th inst.:—

	1880.	1879.
Settlements	Nil.	Nil. chests.
"	Nil.	2,720 ½-chts.
"	Nil.	Nil. boxes.
Shipments to Shanghai on native account...	10,970	1,120 ½-chts.
Settlements for the season to date are:—	1880.	1879.
Hankow Tea...	658,730 ½-chts.	659,200 ½-chts.
Kiukiang	206,860	235,550
	865,590	894,750

The following figures indicate the entire business to date (inclusive of Kiukiang teas) as contrasted with the same number of days from the opening of last season:—

	1880.	1879.	1880.
For England	454,010	642,970	Decrease 88,960 ½-chts.
" America *	61,800†	30,000	Increase 21,800
" Russia	369,780	321,780	" 38,000
" Shanghai on native account...	293,700	179,330	" 114,370
	1,159,290	1,074,080	½-chts.

* 206,860 ½-chts Kiukiang tea included.
† 235,550 ½-chts Kiukiang tea included.

Total arrivals, settlements, shipments to Shanghai on native account, and stocks are as under:—

	Arrivals.	Settlements.
	1880.	1879.
Hankow Tea...	658,730	659,200 ½-chts.
Kiukiang	206,860	235,550
Shipments on native account.	10,970	1,120 ½-chts.
Stock.	5,000	1,000 ½-chts.
Hankow Tea...	391,760	179,330
Kiukiang	Nil.	Nil.

Comparative quotations are as under:—

	1880.	1879.
	per picul.	per picul.
Seangtams	9.36 a 9.50	12.00 a 11.00

Teas bought this year to date are estimated to lay down in London at about the following prices:—

	1880.	1879.
21,320 ½-chests...	5,110 ½-chests.	2/3 @ 2/10
21,600	4,600	2/10 @ 2/3
67,080	54,320	1/9 @ 2/0
173,740	168,800	1/5 @ 1/9
318,820	306,540	1/0 @ 1/5
263,030	355,380	0/8 @ 1/0
	865,590	894,750

The export to date, as per Customs Returns, stands thus:—

	lbs.	Re-exports.
Season 1880-81...	63,343,995	13,316,279 lbs.
" 1879-80...	54,009,892	15,091,208
" 1878-79...	47,184,196	12,008,116
" 1877-78...	56,066,299	8,983,000

Direct steamers are as under:—

	1880.	1879.
For London.....	32,823,758	36,030,829 lbs.
" Odessa	4,845,453	1,587,949

Freight.—The rate per Holt's £4 per ton of 40 feet.

Exchange.—The comparative quotations are as under:—

	1880.	1879.
On London, Bank Bills on demand	5/4	5/2
Credit, 4 months' sight, ...	5/4	5/3
Do. 6	5/5	5/4
On Shanghai, Bank Bills on demand, ...	2 1/2	2 1/2
3 days' sight Private, ...	3 1/2	3 1/2
On Hongkong, Bank Bills on demand, ...	2 1/2	2 1/2

Tea statistics in this report are made up to the evening of the 9th instant.

FOOCHOW.

There has been nothing very startling to communicate from here for the past fortnight, but during that period the shipping trade generally and the tea trade in particular has been quite lively, and no less than ten steamers have come and gone again, which include the *Loudoun Castle*, *Laertes*, *Telemachus*, *Glennearn*, *Benarty*, *Malaga* and *Barcelona*, for London; the *Meath* and *Menmuir*, for Australia; and the *Glencoe* for New York. The sailing ships *Halloween* and *Black Adder* have also loaded and sailed during the period under notice; and, so far from the tea season drawing to a close, appearances would seem to indicate a new departure in the shipping of that commodity, as the steamers *Ajax* and *Poccia* arrived yesterday, and the *Benledi*, the *Olaf* and the *Glenartney* are shortly expected, and several other vessels are spoken of as coming here to load cargoes or fill up. The *Poccia*, commonly known as the *Russia*, is a large brig-rigged, double-funnel steamer, and has been kept some time in China waters in case her services might be required as a transport by the Russian Government. Presuming that the difficulties between China and Russia have been so far smoothed over as to make it a remote contingency that the *Poccia* will be wanted for the work which it was contemplated at one time she would have to do, the vessel was ordered to Shanghai (Woosung) to load tea, and has now reached this port, is rapidly filling up, and will sail with a full cargo in two or three days. She is a fast steamer and will probably make a good run.

As may be expected at this time of year, we have not been without changeable and rough weather. On the 23rd ult. a strong N.E. gale set in which lasted two days, and on Monday we were visited by another gale from the same quarter, and so rough was it that shipping work had to be entirely suspended from the afternoon of that day until Wednesday morning. This resulted in the loss of a clear day to steamers in port, and considerable damage was done to native craft. The gale was a very stiff but a steady blow, but the barometer did not fall very much.

I have heard it stated more than once that the Chinese were so far advanced as to be able to dispense with the services of Europeans in their arsenals, that as the agreements of those still in the service of the Chinese Government expired by the lapse of time they would be permitted to

retire, and that no fresh engagements would be made. This, however, cannot be correct, as the steamer *Douglas*, which arrived on the 1st instant from Hongkong brought two gentlemen who have been recently engaged in England for the Foochow Arsenal—Mr. Taylor, for navigation, who will fill the post held by the late Mr. J. Carroll; and Mr. Legh, for engineering, who will take the place of Mr. Morton.—*Daily Press*.

5th October.

In the tea market a steady business continues in Congou, of which full supplies are still being brought forward. Medium Souchongs show better value; and in fair grades of Oolong more business has taken place at lower rates.

Tea export to London:—41,603,372 lbs. To Australia:—16,694,671 lbs.

Settlements from 7th to 12th October:—

		at Tls. per picul.
Congou	19,931 chests	7½ a 24 (short.)
Souchong	1,392 "	11½ a 25 "
Oolong	3,114 ½-chts.	14½ a 26 "
Flowery Pekoe	622 chests	33 a 42 "
Scented Tea ...	4,293 boxes	21 a 36 "

The total arrivals, settlements, and stock at date are:—

	Total Arrived.	Total Sold.	Stock.
Congou	747,100	661,356	85,744 chests.
Souchong	49,795	32,813	16,982 "
Oolong	55,924	29,520	26,404 ½-chts.
Flowery Pekoe	4,457	3,660	197 chests.
Scented Tea ...	69,500	62,416	7,084 boxes.

Freight.—To London, per steamer, £3 a £3.5 per ton of 40 cubic feet; per sailing ship, £2 a £10 per ton of 50 cubic feet. Vessels on the berth.—For London, steamships *Glenartney*, *Bellerophon*, *Antonio*, *Hakon Adelstein*, (all under despatch); for Australia.—Sailing vessel *Nelson Hewertson*. Vessels expected to load.—For London, steamships *Diomed*, *Stentor*, *Glencleaves*, and *Glamis Castle*, and sailing-vessels *Titanica*, *Forward Ho!* and *Hervietta*; for Australia.—Steamship *Bowen*.—(*Foochow Herald*.)

CANTON.

The newly-appointed Provincial Taotai arrived on the 3rd instant, and has since had an interview with His Excellency the Viceroy.

The military officer in charge of the soldiers in the western suburb has retired, his term of office having expired. An officer has been appointed to fill his place.

A fire broke out on the morning of the 4th instant in a family house in Loong Cheung-lane in the western suburb. Fortunately for the adjoining premises, it was discovered in good time, and the neighbours hastened to give assistance in extinguishing the flames. In spite, however, of the efforts used, the building itself was almost entirely destroyed.

The keepers of a lottery ticket agency near the North Gate had a dispute with some of their customers, in the course of which weapons were used on both sides. The result was that several persons were killed, and about ten wounded. A band of soldiers was sent out to arrest the rioters, and succeeded in making some half score prisoners.—*Daily Press*.

6th October.

NAGASAKI.

Thanks to the untiring exertions of a prominent member of our community, some of the roads in the Settlement, which were previously in a very deplorable condition, have been repaired by the native authorities.

The Mitsu Bishi Co.'s s.s. *Genkai Maru*, Captain Conner, reports passing the British barque *Pym*, fifty miles outside the Saddles, on the 2nd inst., bound from Shanghai to

this port. All sails above the lower foretopsail were furled. The above vessel arrived on the 8th, 18 days from port.

Two large British steamers—the *Naples* and the *Shadwan*—called here during the past week, en route from Cronstadt to Vladivostok, laden with arms and ammunition for the Russian forces. Both of them encountered the typhoon in the vicinity of Hongkong. After taking in coals and water they proceeded to their destination.

H.M.S. *Iron Duke* arrived from Hongkong on the 5th and will probably remain here until the end of the month. The French corvette *Champlain* arrived from Yokohama via Kobe, on the 6th, and the U.S. gunboat *Palos* from the latter port on the following day. The Russian unarmoured corvette *Strelak*, Capt. De Livron, arrived from Hongkong on the 8th. The Russian cruiser *Europe* left for Vladivostok on the 7th. The rumour that the court-martial on the grounding of the *Iron Duke* will take place here, is, it is believed, without foundation; it will in all probability take place at Hongkong. Men-of-war in harbour: British, *Iron Duke* and *Comus*; American, *Palos*; Russian, *Strelak*.—*Rising Sun*.

YOKOHAMA.

When Saigo Takamori was in office he sent an order to Germany for machinery for making cannons. It has lately arrived, and is now being set up at the Osaka Arsenal. It is said that it will be in order in 60 days.

The *Mainichi Shimbun* reports that Mr. Iwasaki Nagasuke, ex-governor of Kochi ken, is said to contemplate establishing a steam-ship company, under the name of *Kaisei-sha*. The company will have offices at Miuga, Satsuma, Oshima, Osaka, and Kobe. The *Yamamoto Maru* and *Yamashiro Maru* will be the pioneer ships of the line.

The *Hochi Shinbun* says it has obtained "a few particulars relative to the abrupt departure of the Dutch Minister from his foreign friends in Yokohama. When the Foreign Office recently presented drafts of the proposed new treaty to the various foreign representatives here, a copy of the same was soon after published in the *Japan Herald*. Where the *Japan Herald* got its copy from was not stated, and our Government were therefore very much surprised, and made a strict investigation into the circumstances of the case. The result of this enquiry was that all Japanese officials were exonerated from blame, and it was suspected that the *Japan Herald* had become possessed of the document through the medium of a foreigner; the Foreign Department, therefore, made enquiries from the foreign Ministers, nearly all of whom denied knowledge of the affair. The British representative, however, instituted inquiries which resulted in its being proved beyond a doubt that the Dutch Minister was the delinquent who had given the copy of the proposed treaty to the *Japan Herald*. Upon this fact being established, the Government of Japan communicated the circumstances of the case by telegraph to the Dutch Government, who, having no excuse for their Minister, ordered his return home, and he will depart by the mail on the 5th instant."

Peking Gazettes.

ABSTRACT OF PEKING GAZETTES.

September 7th.—(1) A decree in reply to a memorial from Feng Yü-chi, reporting several departmental and district Magistrates for stupidity and misconduct in office, and requesting their degradation to the rank of director of studies. Let the officials in question be allowed to resign, and as regards the other portions of the memorial let it be as requested.

(2) Yao Chin-yüan, Provincial Treasurer of Kuangtung, reports having taken over the seals of office on the 30th July.

(3) Hsü Ying-jung, Acting Provincial Treasurer of Kiangsu, reports his assumption of the seals of office on the 8th of August.

(4) Hsüeh Shu-ch'ang, Acting Provincial Judge of Kiangsu, reports his assumption of office on the 7th of August.

(5) Chang Shu-shêng, Governor-General of the Two Kuang, reports that the Provincial Judge of Kuangtung, Chang Hsien, is about to proceed to Peking for audience, and requests that Hua Chu-san may be placed in temporary charge of that office, and that T'ung Yü officiate as Intendant of circuit of Nan, Shao and Lien, the post now held by Chang Hsien.

September 8th.—(1) Decree in answer to a memorial of Chang Shu-shêng, Governor-General of the Two Kuang, reporting certain officials of high standing for incapacity and laxity in office, and requesting that they may be deprived of their posts while retaining their rank. Let Chang Hsien, Provincial Judge of Kuangtung, whose increasing greed has ruined his constitution, and Yin Hsi-mao, Brigade General of Kuangchow, whose abilities are failing and whose intellect is becoming obscured, be both allowed to resign their posts. Let the proper Board take note.

(2) Decree in reply to a memorial from Tso Tsung-t'ang, requesting permission for Po Ch'ang, Military Lieutenant-Governor of Urumts'i, to vacate his post on account of ill health. Let him vacate his post and return to his Banner (in Peking) to devote himself to the care of his health.

(3) Memorial from Liu K'un-yi, Governor-General of the Two Kiang, forwarding a request from Hsiung T'eng-wu, Brigade General of Fu-shan Chên, now on sick leave, to be allowed to vacate his post in order to devote himself to the cure of his malady. The memorialist suggests that Lei Yü-ch'un, Colonel of the camp at Tai Hu, who has been in temporary command, is a suitable official to appoint permanently to the vacant post of Brigade General of Fu-shan Chên. A decree has been issued separately.

(4) Two memorials from Liu K'un-yi, recommending the bestowal of honorary rank upon the donors of large gifts to charitable funds.

September 9th.—(1) The following appointments are announced:—P'eng Yü, Brigade General of Kuang-chow Chên. Ni Wên-yü, Provincial Judge of Kuangtung. Chin Yün-ch'ang, Military Lieutenant-Governor of Urumts'i. I Mo, acting Commandant of the left wing of the vanguard division (Manchu forces.) Ming An, acting commandant of the right wing of the vanguard division. Ts'ung Li, acting Captain-General of the Bordered Yellow Banner Corps. I Yün, acting Mongolian Lieutenant-General of the Bordered Yellow Banner Corps. En Liu and I P'ei, acting Deputy Lieutenant-Generals of the Mongol Bordered Yellow Banner Corps. Mu Lung-a, acting Deputy Lieutenant-General of the Mongol Plain Blue Banner. Ch'ung Tai and Wu-la-hsi-ch'ung-a, acting Deputy Lieutenant-Generals of the Chinese Plain Blue Banner.

(2) A decree in answer to a memorial from Chang Shu-shêng, Governor-General of the Two Kuang, denouncing certain civil and military officials for falsely representing a case of rebellion among the people. The inhabitants of the neighbourhood of Yenchow in Kuangtung are of a heterogeneous description, comprising men from various localities. The civil and military officials of the place should, therefore, in dealing with them, use such restraint as would tend to preserve peaceful relations amongst them. In the 3rd moon of this year, the memorialist heard that Li Ch'ich'ang, the acting Colonel of Yenchow, and the acting departmental Magistrate of the same place, Li Tsung-kuang, took upon

themselves to send a corporal to a place called Li Tung to extort money, when the corporal was murdered by the inhabitants. After the lapse of a short time, the matter was reported to the memorialist, and falsely represented to be a rising amongst the people. In thus making a false report and giving fictitious evidence in order to cover their own fault, these officials have certainly been guilty of a serious offence. Let Li Ch'i-ch'ang and Li Tsung-kuang be degraded and brought to trial by Chang Shu-sheng, who will decide on their punishment.

(3) Li Ch'ang-lé, Provincial Commander-in-chief of Chihli, reports his assumption of that office on the 23rd of August.

September 10th.—(1) Jên K'ai 任愷 is appointed Taotai of the K'ai, Kwei, Ch'ên, Hsü circuit in Honan.

(2) A decree. Some time since the Censor Chu Yi-tseng prayed that the holders of land in Chihli and Shun-t'ien Fu, belonging to the nobility, might be allowed a reduction of rents in times of dearth, and that these rents might be collected by the local authorities [instead of, as heretofore, by agents of the proprietors.] The matter was referred to the Governor of Shun-t'ien and the Governor-General of Chihli, and the latter now reports that the land in Shun-t'ien and Chihli owned by the nobility is distributed over more than fifty departments and districts, and if the rents on these lands were to be collected on behalf of the proprietors by the local authorities, re-measurement of all the properties would become necessary, an arrangement that might give rise to trouble and would cause such annoyance that the difficulties attending the measure are insurmountable. This being a true statement of facts, We command that the properties of the nobility situated in the vicinity of the metropolis be continued to be administered as heretofore, and that the nobility shall themselves take into consideration the reduction of rents upon these lands in times of dearth.

(3) Memorial from Tso Tsung-t'ang, reporting the result of a trial of a Brigadier-General for causing the death of an innocent person under suspicion of murder. The following are the facts. Yi Lien-kuei, a native of Kiangsi, commenced life as a "brave," and by his services in the field rose from the ranks to his present position. He was recently placed in charge of a detachment stationed at a place called Sha-ho, in the Chang-yeh District. On the 4th of October 1878, a man was found on the banks of the river with his throat cut, and the matter having been reported to the District Magistrate, he called on the military to aid him in the capture of the unknown murderer. The Brigadier accordingly started a few days later to the scene of the murder, accompanied by some of his body-guard. On their way to the ground, they passed the door of a house occupied by one Tu Liang-chia and his uncle Tu Min, who were sitting idly in-doors. Yi Lien-kuei saw a sword hanging on the wall which belonged to one of them in his capacity of a train-band soldier, so he entered and took it down from the wall. There was some rust on the blade which the Brigadier mistook for blood, and at once suspected the owner of being the murderer of the unknown victim. Tu Liang-chia and Tu Min protested that they had murdered no one, but Yi Lien-kuei would not believe them and called on his men to bind Tu Liang-chia's hands with ropes they had brought with them, and to bring him and his uncle back to the station. The head of the tithing, who was with the party, was afraid to remonstrate, in such terror was he of the Brigadier and his men. On arrival at the station, Yi Lien-kuei made Tu Liang-chia kneel down while he put him to the question, and Tu Liang-chia refusing to admit the crime, the Brigadier called on his men to throw him to the ground and put a board on his left leg, which, at the Brigadier's

orders, they jumped upon, injuring the calf of the man's leg, both his feet and knee-caps, his ancles, etc., etc. Tu Lien-chia still refused to confess to the murder, which so enraged the Brigadier that he ordered his men to heat their swords red-hot and brand him with the flat. They did so, and burned the man on both sides over and under the ribs, on the pit of the stomach, on both legs, and on the loins. The man, unable longer to endure the pain, then falsely declared that he had committed the murder with which he was charged, and was sent on the next day, with his uncle, to the Magistrate. He was here again questioned, and as his confession was a false one wrung from him under torture, his story to the Magistrate was full of contradictions, and he was ordered to receive a hundred blows. This punishment, however, did not have the effect of extracting a clearer statement from him, and it was finally discovered that he had been burnt and otherwise inquired by Yi Lien-kuei. The Magistrate then ordered one of his underlings to look after him and see to his hurts, but before remedies could be given him he died. An inquest was held, at which it was established that the sole cause of death were the injuries inflicted by Yi Lien-kuei, who was thereupon denounced by the Magistrate. In the meantime, Tu Min also died, but from natural causes. The Brigadier having admitted his guilt, the memorialist proceeded to pass sentence upon him, but as he can find no law precisely applicable to his case, he begs to leave the nature of the punishment for His Majesty to decide. The underlings who carried out the Brigadier's orders have absconded.—Referred to the Board of Punishments.

September 11th.—(1) A decree expressing the Imperial regrets at the death of Hsia T'ung-shan, Literary Chancellor of Kiangsu, Vice-President of the Board of Civil Office, and quondam tutor of the present Emperor. He is characterised as a man of exceptional learning and a diligent and conscientious officer, whose death has filled the heart of His Majesty with profound sorrow. The posthumous honours allotted to Vice-Presidents are to be bestowed upon him, and the penalties recorded against him are to be blotted out. His son, Hsia Tun-fu, an expectant second Secretary of the Board of Punishments, is to have the degree of *chü-jên* bestowed upon him, and will be allowed to compete for the degree of metropolitan graduate.

(2) Ch'ien Pao-lien is transferred to the Vice-Presidency of the Board of Civil Office, and Sun Yi-ching to a similar post in the Board of Punishments, Sun Chia-nai 孫家鼐 being appointed Vice-President of the Board of Works.

(3) Huang T'i-fang 黃體芳 is appointed Literary Chancellor of Kiangsu.

(4) Postscript memorial from Chou T'jun, a member of the Imperial Supervisorate of Instruction, complaining of the spirit of extravagance that pervades the official class in the provinces. Their expenditure is lavish in the extreme, and the higher officer expects the lower to supply his needs. The officers of the provincial Governments draw upon department and district Magistrates, and the two latter bleed the people. Kuangtung is pointed out as the province in which the custom prevails to the greatest extent, being brought about by the greed of the high authorities, who expect presents before a subordinate is sent on special service, and another gratuity when this service is finished. The result is that the expectants of office who do not adopt this custom languish in poverty from year to year, and those who do are always behindhand with the revenues they are called upon to return. The department and district Magistrates have to give presents to seven different officers, beginning with the Tartar General and going down to the provincial

Taotai and Prefect. As these presents have to be offered on the birthdays of each official and his wife, and on the three great festivals, it follows that each officer has to provide no less than thirty-five offerings a year, one present, what with gold, silver, and jade ornaments, silk, satin, etc., amounting to no less than seven or eight thousand taels, exclusive of gate fees. That is what is openly given, and there are many private bribes and offerings also to be taken into account. Under these circumstances, the most lucrative appointments are ruinous. To take the six large departments and districts of the Kuang-chow prefecture as an illustration. The annual revenue of these places amounts to some hundred thousand taels and upwards, and yet the income is not sufficient to meet the expenditure, so that at the end of his term of office, not only is each official behindhand with the Imperial revenue, but has besides many private debts to pay, which he is forced to call upon the people to make good. The people, borne down under the pressure of these burdens, are daily in a worse plight, and take to gambling or robbery to retrieve their broken fortunes, while if a year of dearth comes upon them their condition is still more deplorable. Liu K'un-yi, the previous Governor-General, not being an avaricious man, set an example of self-respect which had a good effect upon his subordinates, but the abuse is the growth of twenty years, and a reform cannot be worked all at once. The present Governor-General and Governor being new arrivals, their attitude will be carefully watched by their subordinates, and the present is the moment to impress upon these high officers the necessity of exercising purity in their administration. (For decree see Gazette of 25th August.)

Public Meeting.

MUNICIPAL COUNCIL.

At the Meeting of the Council held in the Council Room, No. 23, Kiangse Road, Shanghai, on Monday, the 11th October, 1880, at 9.30 a.m.

Present:—Messrs. R. W. Little (Chairman), H. R. Hearn, Geo. J. Holland, Louis Mendel, Alex. Sim, W. C. Ward, John H. Wisner, and the Secretary.

The Minutes of the previous meeting are read, confirmed, signed by the Chairman, and passed for publication.

Cash Statement, for week ending 10th instant, is submitted.

General Municipal Rate—Foreign.—The following return for September quarter is submitted:—

SUMMARY OF GENERAL MUNICIPAL RATE—FOREIGN.
September Quarter, 1880.

Houses Assessed.	1879.	Rental.	1880.	Rental.	Increase	Increase
		Tls.		Tls.		
Foreign Settlement	407	421,887	405	406,072	* 2	15,215
Hongkew Settlement	208	93,723	241	89,677	33	4,046
Total..	615	615,610	646	496,349	31	19,261
Occupied by Foreigners	523	..	550	..	..	27
Occupied by Natives	33	..	40	..	..	5
Empty.....	57	..	56	..	..	* 1
Total As- essment..	..	515,610	..	496,349	..	..
Tax Collected at 6%	..	6,553	at 8%	† 8,653	..	..

* Decrease. † Outstanding Tls. 35.

Cattle in Native Dairies.—Report from Inspector submitted, stating that on 9th instant he found all the cattle healthy and free from disease, with the exception of three, and these were not suffering from cattle plague or any epidemic disease.

Volunteers—Arms, Accoutrements, &c.—Letter from Major Holliday submitted, enclosing quarterly report on the arms, accoutrements and ammunition in store on 1st instant.

Infantry.—The rifles in the armoury are now in better order than they have almost ever been before.

Artillery.—The carriages for the two howitzers are now of the same size, which materially improves the appearance of the battery.

Six ponies have been purchased, which are now kept at the stables in the Municipal compound.

Native Lotteries.—The following correspondence is submitted, and ordered to be published:—

Shanghai, 11th October, 1880.

SIR,—I am directed to inform you that in the *Shanghai Courier* of 8th inst. there is an advertisement of the so-called "Autumn Sweepstakes," of 5,000 tickets, at one dollar each, under the management of Mr. R. F. Martins, a Portuguese subject, tickets for which can be obtained at a Chinese carpenter's shop at the corner of Kiangse and Nankin Roads.

This differs altogether from the ordinary race lotteries at the Shanghai and Concordia Clubs and Central Hotel, and is in reality a lottery got up expressly for Chinese, on much the same principle as those recently started in the names of Portuguese subjects, and which you have ordered to be closed on 31st instant.

This lottery was originally advertised as the "Toilet Club Sweepstakes," but at the request of the Chairman, Mr. Polite was informed by his Consul that he might get into trouble by even allowing the name of his firm or place of business to be used in connection with it, so the name has now been changed to the "Autumn Sweepstakes," of which Mr. Martins is the manager.

The Council therefore will feel much obliged if you will take such steps as you may consider necessary to have this lottery closed at once, and I am desired to inform you that the Chinese engaged in the sale of the tickets are to be prosecuted at the Mixed Court.

I have the honour to be,

Sir,
Your obedient servant,
R. THORBURN,
Secretary.

To A. F. PINTO BASTO, Esq.,
Consul-General for Portugal.

Shanghai, le 12 Octobre, 1880.

MONSIEUR,—Accusant reception de votre dépêche du 11 Octobre, je dois vous communiquer que Mr. R. F. Martins est venu me demander si je m'opposerais à ce qu'il ouvre un jeu de parie, pour les courses de chevaux. Ma réponse ce fut: que ces sortes de loteries étant tolérées, il pouvait aussi bien que tout autre en profiter, pourvu que le système de son jeu, soit le même de loteries usitées.

Après avoir pris lecture de votre note, j'ai examiné le programme du jeu en question, et je n'y trouve rien qui constitue une différence fondamentale des autres loteries annoncées; après quoi, je ne peux pas interdire à mes nationaux ce qui est permis à tant d'autres.

Agréé, Monsieur, l'assurance de ma considération,

ANSELMO FERREIRA PINTO BASTO,
Consul de Portugal.

Monsieur R. THORBURN,
Secretary, Municipal Council,
Shanghai.

New Councillors.—It is unanimously resolved to invite Messrs. J. J. Keswick and A. Burman to fill the vacancies in the Board for this year, caused by the resignation of Messrs. J. Bell-Irving and C. M. Dyce.

The Meeting then adjourned.

Amusements.

S.R.C. AUTUMN REGATTA.

Captain	A. C. WESTALL, Esq.
Judges	{ Z. BARTON, Esq. J. J. TUCKER, Esq.
Umpire	A. C. WESTALL, Esq.
Starter	B. A. CLARKE, Esq.
Sub-Committee	{ A. VEITCH, Esq. A. BURROWS, Esq. ROBT. MACKENZIE, Esq.

FIRST DAY,

Monday, 18th October, 1880.

The members of the Shanghai Rowing Club are to be congratulated on the success which attended the opening day of the Autumn Regatta. With good sport in store for their patrons, everything tended towards the thorough enjoyment of the occasion—the weather was delightful—a bright sunshiny autumn day—the attendance of spectators was larger than the Father of the Club ever remembers to have seen at any previous Regatta, and for their convenience and comfort Mr. Miller threw open his house and grounds on the bank of the Creek, while, for their amusement, the Committee, through the kindness of Admiral Duperré, were fortunate enough to secure the splendid band of the French flagship *Thémis*. The gathering of ladies and gentlemen here, formed, as it were, a large garden party, and there was an entire absence of the tameness which is supposed to characterise regattas for those who take no more than a casual interest in boating. But it was at the Boat-house where the greatest enthusiasm prevailed. Here a large crowd of spectators assembled, and warmth, jollity and good humour reigned supreme in discussing the merits and demerits and achievements of the various crews. The Mound was another great coign of vantage, which was availed of mainly by the natives, who mustered here in strong force, while on the road higher up the river they gave the Creek the veritable blue fringe, so often referred to in descriptions of the Race Course at the spring and autumn meetings.

The Boating Club has an unenviable reputation regarding punctuality, and in keeping with it, the first event, the men-of-war's boats race, which was to have taken place at 1.30 p.m., did not start till a few minutes after two o'clock, which disarranged the time for all the other events on the programme. Three men-of-war's boats put in an appearance, but, as usual, owing to the difference in the build of the boats, it was a one-sided contest; a light flat-bottomed cutter from the Spanish corvette *Doña Maria de Molina*, though handicapped twenty seconds, ran away from two heavier boats—one from the same vessel and the other from H.M.'s corvette *Pegasus*—and won by more than a dozen lengths.

The race between the Scotch and German eights, which is always the most important event of the Regatta, was down on the programme for 2 o'clock, but as we have just stated it was after that hour before the boats started in the first race. The delay, however, was not the fault of the management, but owing to the unsuitability of the tide, which did not turn until nearly three o'clock. It was past this hour

when the Scotch and Germans made their appearance on the water, but the time of waiting was not wearisome. Betting was rife, Scotchmen and Germans were proud of their representatives, while Englishmen for once in a while were altogether out of consideration. When the tide did suit for the great event of the day to be decided, it was a capital race for three-quarters of the distance, when the Germans, who had had a slight lead from the start, took their opponent's water, increased their lead, and won leisurely by three lengths. A feature of the race is that it is the first of the kind that has been rowed in tub eights, with sliding seats, whereas racing cutters with fixed seats were previously used. But the greatest feature of all is that it is the first time the Germans have mustered a crew of eight, and their success, which was well-earned and ungrudgingly acknowledged, is expected to result in the acquisition of several new members to the Club.

The race for the Griffins' Plate was well contested, the "Kittens" winning by a couple of lengths; but the much coveted trophy, the Ladies' Purse, was obtained easily by Mr. J. F. Cheetham, who was never pressed throughout the race. The winner, accompanied by some of the members of the Committee, proceeded to Mr. Miller's residence to receive the prize from Miss Pickwood, who had been invited by the Committee to perform the ceremony of presenting it. Addressing Mr. Cheetham, Miss Pickwood said she had much pleasure in making the presentation on behalf of the ladies of Shanghai. She was sure all the ladies present had followed the race with great interest, had admired his (Mr. Cheetham's) rowing, and rejoiced at his success. (Applause.) Mr. Cheetham, in receiving the prize, thanked the ladies for the interest they evinced in boating by presenting a purse year after year to be competed for. Their presence at the regattas, and their generosity, stimulated the members of the Rowing Club, and so long as they obtained the support and good wishes of the ladies they were more than satisfied. In concluding, he regretted that Mr. J. Hall was unable to compete against him, owing to the severe race he had pulled in the International eights.

The challenge eight-oar race was considered a moral for the Merchants, but the Bankers proved more formidable opponents than it was expected they would do, and only lost by a couple of lengths.

There were three other events in the programme, but owing to darkness closing in, only one other event was rowed, the doubling-scuttling race—James Hall and R. P. Hunter against T. Brown and O. Meuser. It proved to be the best race of the day, resulting in a dead heat, which is to be rowed off to-day.

Subjoined is the return of the various events:—

MEN-OF-WAR'S BOATS RACE.—Cutters. No entrance fee. First boat, \$15; second, \$5. No second prize unless three start. Distance, 1½ miles. Entries close at the start.

H.S.M.'s <i>S. Dona Maria de Molina</i>	Red and White	1
Do do	Red	2
H.B.M.'s <i>S. Pegasus</i>	Blue	3

The boat carrying the Red and White flag was a smaller one than either of her competitors, and flat bottomed. As it was

thought that in these respects she had an advantage, a start of twenty seconds was given to the Blue and the Red. After going a short distance, however, Red and White took the lead, which she kept throughout the race. Opposite Trefancho she smashed an oar, but another was speedily produced and she finally won the race by several lengths. The race between the Blue and the Red was well-contested, but the wide beam of the former seemed to be against her, and she lost several seconds by grounding at one of the bends. Her rival was about a length ahead when the race concluded.

MERCHANTS' PLATE.—Eight Cups. Presented by the Merchants of Shanghai. Challenge Eight-Oar. Germans v. Scotch. Distance $1\frac{1}{2}$ miles. Entry money, \$40 per Boat.

1.—GERMAN CREW— National Flag.		2.—SCOTCH CREW— St. Andrew's Cross.	
	st. lbs.		st. lbs.
Bow—O. Meuser	11 5	Bow—W. Buchanan	9 12
2—M. Rohde	11 5	2—P. W. Anton	9 6
3—G. Ad. Muhle	10 9	3—J. Hall	9 5
4—H. Hage	11 8	4—R. M. Campbell	11 11
5—H. Schultz	13 7	5—J. Fowler	12 12
6—W. Kölling	11 11	6—Sir W. Johnston	13 1
7—E. Gipperich	10 13	7—C. J. Dudgeon	10 8
Stroke—F. Hüchting	11 6	Stroke—D. Glass	12 4
Cox—C. J. Ashley	10 5	Cox—C. Dowdall	10 0

This event was the principal one of the regatta. The Germans, who were the favourites, were the first to appear afloat, quickly followed by the Scotch, who rowed a much cleaner stroke than their more powerful opponents. As they paddled up the Creek to the starting-point, the nationals of each crew were loud in their enthusiasm, and though the Germans were most in public favour, it was the general opinion that the race would be a good one, and that whichever won, it would be a well-earned victory. A splendid start was effected, both crews taking the water simultaneously, but the Germans, who splashed a little in going off, soon forged slightly ahead, and obtained a lead of three-quarters of a length. The Scotch, however, picked them up rapidly, and at the first bend—Dowdall rounding it very cleverly close to the mud-bank, while Ashley made a wide sweep—both boats were on even terms. The Germans rowed a quicker stroke—36, against 34 by the Scotch, and they again drew slightly in advance, and had improved their lead to more than half a length at the mile post. The Scotch spurred splendidly and rowed well together, but the Germans were too much for them, and opposite Alpha Farm, it was evident that Ashley would soon take their water. This he succeeded in doing opposite the white rails. It was a narrow shave, there being less than half a length between the boats when Ashley crossed over. It was now evident that the Scotch would have to row out to their fullest extent, and this they did in good style, but the Germans responded with a spurt which increased their lead to fully two lengths at the Boat-house, passing which they were loudly cheered, as were also the Scotch. Virtually the race was now over. The Germans had evidently not exhausted their powers, and were going within themselves, stroke now and then waving his hand. They more than maintained their lead, and won a well-contested race by about three lengths, or thirteen seconds in time. Time, 8 min. 23 $\frac{1}{2}$ sec. The Germans, when their opponents finished, gave three hearty cheers, which was lustily responded to by the Scotch. The Germans returned first to the Boat-house, where they were received with rounds of applause, which were repeated again and again when the Scotch crew landed. It was generally admitted that both crews rowed remarkably well, and when the time is compared with that of previous races, it must be remembered that this is the first time the crews have rowed in tub eights, whereas racing cutters were used in the past.

GRIFFIN'S PLATE.—Tub Fours. For all who have not rowed in any previous Autumn Regatta. Four Pews. Entrance fee, \$12. Distance, 1 mile.

1.—KITTEES—Blue.		2.—PUPS—Red.	
	st. lbs.		st. lbs.
Bow—P. W. Anton	10 2	Bow—R. Inglis	9 4
2—R. T. Permewan	11 10	2—E. G. Hillier	9 10
3—W. B. Loan	12 6	3—H. Hage	11 8
Stroke—J. Fowler	13 12	Stroke—M. Rohde	11 5
Cox—C. Dowdall	10 0	Cox—C. J. Ashley	9 5

The Pups had inside place and went away with the lead, but they were soon overhauled by the Kittens, who quickly obtained an advantage of a full length, and at Miller's they took inside place. The Pups, at the Boat-house, had drawn within half a length of the Kittens, who, however, succeeded in holding their own during the remainder of the race, winning by a length and a half. Time, 6 min. 4 $\frac{1}{2}$ secs. The time of the Pups was 6 min. 9 $\frac{1}{2}$ secs. Both crews were considerably pumped at the finish.

LADIES' PURSE.—Presented by the Ladies of Shanghai. For Junior Scullers. Entrance fee, \$5. Distance, 1 mile.

	st. lbs.		st. lbs.
J. F. Cheetham	11 10	Red and White	1
A. Veitch	10 10	Blue	2
R. Inglis	9 4	White	0

This is a much-coveted prize by all young scullers, and great interest always centres in the result. Of the four entrants three came to the post, the absentee being James Hall. Cheetham had inside place, Inglis was in the centre, and Veitch on the outside. Cheetham took a slight lead for the first half-dozen strokes, when the other two ran on even terms with him, and the trio kept well together for about a couple of hundred yards. Then Cheetham again went away with the lead, with Veitch second, and Inglis behind, and, rowing across the river, he was in danger of grounding on the bank. Meanwhile Cheetham had obtained an advantage of two lengths of Veitch, while Inglis fell further behind. Opposite Miller's, Cheetham had further increased his lead, and, now rowing easily, he passed the Boat-house fully four lengths ahead. Just before the Boat-house Inglis gave up the contest, and Veitch seemed inclined to follow his example, turning round several times to see how far Cheetham was leading him, but encouraged by the passengers on the steam launch he persevered to the end. Cheetham rowed in leisurely, winning as he liked. His time was 6 min. 45 $\frac{1}{2}$ secs., that of Veitch being 7 min. 12 secs.

CHALLENGE EIGHT-OAR RACE.—Bankers v. Merchants. Entrance fee, \$40 per boat. Distance, 1 mile.

1.—MERCHANTS— Red.		2.—BANKERS— Blue and Gold.	
	st. lbs.		st. lbs.
Bow—O. Meuser	11 5	Bow—G. Wilson	9 4
2—M. Rohde	11 5	2—P. W. Anton	9 6
3—R. P. Hunter	10 5	3—A. Veitch	10 8
4—H. Hage	11 8	4—D. Jackson	12 0
5—J. F. Cheetham	11 10	5—J. Fowler	12 12
6—D. Glass	12 4	6—R. T. Permewan	11 10
7—C. J. Dudgeon	10 8	7—R. M. Campbell	11 11
Stroke—F. Hüchting	11 6	Sk—Sir W. Johnston	13 1
Cox—C. Dowdall	10 0	Cox—J. Hall	9 6

The Bankers, who had inside place, obtained the advantage of half a length at the start. But the Merchants, who started strong favourites, came up with them after going less than 200 yards, and at Trefancho they had deprived them of the lead. The Bankers proved themselves no mean opponents, and held their own down to the bend just above the Boat-house, where the Merchants drew away from them and increased their lead to a couple of lengths. This advantage they more than maintained, and rowing steadily from the Boat-house, they won easily by between three and four lengths.—Time, 5 min. 5 $\frac{1}{2}$ secs., as against 6 min. 4 secs. by the Bankers.

DOUBLE SCULLING RACE.—Entrance fee, \$6. Distance, 1 mile.

	st. lbs.		st. lbs.
James Hall	9 5	Blue	1
R. P. Hunter	10 5		
T. Brown	10 10	Blue and White	1
O. Meuser	11 5		

This proved the most exciting race of the day, and it is to be regretted that darkness prevented the efforts of the competitors being better seen. Blue and White had inside place, which gave them a slight advantage, but Blue started a strong favourite, Hall and Hunter having several times sculled successfully together. They obtained a slight lead at the start, but their course was somewhat erratic, enabling Blue and White to come up with them. From Alpha Farm it was a splendid tussle, both crews doing their utmost, and keeping well together. They passed Miller's and the Boat-house abreast of each other, Hall and Hunter, if anything, having the lead, but they were far out in the stream, while Blue and White were well in to the opposite shore. The remainder of the race was a splendid piece of sculling on the part of the two boats, the result being a dead heat. The tie, it is understood, will be rowed off this afternoon.

Owing to the darkness, the Challenge Four-oar race, and the All Comers' race had to be postponed.

SECOND DAY,

Tuesday, 19th October, 1880.

Beautiful weather again favoured the members of the Rowing Club for the continuation of their Regatta, and the attendance of spectators was as large, if not larger, than on the previous day. The band of the French frigate *Thémis* again discoursed music in Mr. Miller's grounds, and their splendid playing added greatly to the enjoyment of the afternoon's sport. The only drawback was the delay between the different events, an inconvenience which the management did their utmost to prevent, but it arose from causes beyond their control. It often happens that the same men have to row in two consecutive events, and therefore they require breathing time; besides with good music to wile away the time a little delay can hardly be urged as a complaint under the circumstances.

No fewer than eight events were down on the programme, and to hurry them on as much as possible the Committee decided that the different crews should row up the Creek until the tide turned. Two races were decided in this way. The first one was between men-of-war's gigs from H.M.'s ships *Pegasus* and *Vigilant*—two crews from each—and one of the *Vigilant's* crews proved successful. The next event, an eight-oar race between Veterans and Griffins, proved that boat-racing is almost as uncertain as the turf. The Veterans were strong favourites, being backed freely at 2 and 3 to 1; but the Griffins, taking the lead, rowed remarkably well, and won easily by a couple of lengths. The International Four-oar race came next, for which three crews were entered—Germans, Scotch and English. Previous to the defeat of the Scotch eight by the Germans on the previous day, the Scotch were favourites, but the success of the Teutons changed the aspect of affairs, and they were backed against the other two crews. The Scotch were unfortunate in having to substitute at the last moment W. Buchanan for C. J. Dudgeon, who was unable to row, the heat of the sun on Monday having affected his health. Right well did the Germans prove that they were worthy of the favourable opinion held respecting them. Fortune favoured them in tossing for position; they secured first place, went away with the start, were never passed, and won a good race by nearly two lengths of the Scotch, the English being fifty yards in the rear. None of the other events call for special comment. A full description of them will be found below:—

MEN-OF-WAR'S BOAT RACE.—Gigs. No entrance fee. First boat, \$15; second boat, \$5. Three to start or no second prize. Entries close at the start. Distance, $1\frac{1}{2}$ miles.

H.B.M.'s S. Pegasus	Blue and White	1
do. Vigilant	Red and White	2
do. Pegasus	Blue	3
do. Vigilant	Red	0

The four boats put in an appearance shortly after the time appointed for the start, but some difficulty was experienced in getting them off in consequence of each of the Vigilant's boats being six-oared, whereas those from the Pegasus had only five-oars. The starter suggested that the five-oared boats should receive an allowance of three seconds, but the crews demurred, and one of their number asked for forty seconds. It was ultimately arranged that Red should throw out an oar, and that Red and White should retain their six oars and give the others an allowance of five seconds. Blue and White, which was one of the two boats in the centre, went away with the lead, closely followed by Red and White, with the others nearly abreast a length behind. This order was maintained to the Boat-house, where Red fouled Blue, and both boats went on to the bank, where they remained for a few seconds. Meanwhile the other two boats obtained a lead of fully fifty yards, Blue and White maintaining the forward position and increasing the lead all the way up, but after rounding the turn at the top, Red and White drew on them slightly. Blue and White won a well-rowed race by seventeen seconds, or between twelve and fifteen lengths in distance. No official time was taken. Red and Blue rowed over the course, but they did not succeed in getting near to their more fortunate opponents. Red beat Blue by three lengths.

THE CHAASZE CUP.—Presented by the Tea Inspectors of Shanghai. Challenge Eight-Oar Race.

Veterans (10 years and over in China) v. Griffins (First Autumn Regatta.) Entrance fee, \$40 per boat. Distance, 1 mile.

1.—GRIFINS.—Green.		2.—VETERANS.—Grey.	
st. lbs.		st. lbs.	
Bow—G. Wilson	9 4	Bow—J. Hall	10 5
2—F. W. Anton	10 6	2—R. P. Hunter	10 5
3—G. Ad. Muhle	10 9	3—E. A. Fabris	12 1
4—H. Hage	11 8	4—C. W. Siegfried	12 0
5—W. B. Leam	10 10	5—A. C. Westall	13 5
6—W. Kölling	11 11	6—F. Hütting	11 6
7—M. Rohde	11 5	7—E. Gipperich	10 13
Stroke—J. Fowler	12 12	Stroke—D. Glass	12 4
Cox—C. Dowdall	10 0	Cox—C. J. Ashley	10 5

The "Veterans" started favourites, and were fortunate enough to secure inside place. At the start they were the first to take the water and jumped away with a lead of half a length, but they did not hold it for long. The "Griffins" rowed remarkably well, and at the Boat-house they had a lead of nearly a length and a half, which they had increased to two lengths opposite Miller's. Here Dowdall crossed over, and taking his opponents' water, the "Griffins" gradually increased their lead and won easily by between two and three lengths.—Time 2 min. 47 sec.

The tide having now turned, all the other races were rowed over the usual course down the river.

INTERNATIONAL FOUR-OAR RACE.—Presented by the Brokers of Shanghai. In Shanghai new fours. Entrance fee, \$20 per boat. Distance, 1½ miles.

1.—GERMANS.—National Flag.		2.—SCOTCH.—St. Andrew's Cross.		3.—ENGLISH.—St. George's Cross.	
st. lbs.		st. lbs.		st. lbs.	
Bow—O. Meuser	11 5	Bow—T. Brown	10 10	Bow—J. Buchanan	9 12
2—M. Rohde	11 5	2—E. A. Fabris	12 1	2—Sir W. Duchen	13 1
3—F. Hütting	11 6	3—C. W. Holliday	12 11	3—J. Fowler	12 12
Stroke—H. M. Schultz	13 7	Stroke—J. F. Cheetham	11 10	Stroke—D. Glass	12 4
Cox—C. J. Ashley	10 5	Cox—C. Dowdall	10 0	Cox—J. Hall	9 5

This race ranks second in importance on the programme, that between the German and Scotch eights for the Merchants' Plate taking precedence of it. The start was to have taken place at 3.30, at which time the starter and umpire were at their places, but they had to wait for fully three quarters of an hour before any of the crews

made their appearance. The Germans, who were freely backed against the other two boats, first paddled up, followed by the Scotch, and the English came five minutes afterwards. In tossing for position the Germans were successful and took inside place, the English being in the centre and the Scotch outside. A very even start was effected at the first attempt, but, if anything, it was slightly in favour of the Germans, who were the first to take the water, and they went away, after a few strokes, with a lead of half a length. The Scotch and English for the first one hundred yards were on even terms; then the Scotch drew away from them and closed with the Germans. The latter, having inside place, more than held their own in rounding the bend, and soon afterwards daylight could be seen between their boat and that of the Scotch, while the English had fallen two or three lengths behind. The Germans' coxswain steered down the centre of the Creek, and the Scotch turned in as if to run for inside place, but for a couple of hundred yards kept in the wash from the German boat. Meanwhile the English had fallen further behind, and their chance was now hopeless. At the mile-post the Germans had not increased their lead, and the Scotch, in the row to Marchwood, drew slightly on them, but the Germans, responding gamely to their coxswain, again put two lengths between them, which was the position in which they were in passing Miller's. Here the English were half-a-dozen lengths behind. The Scotch put on a spurt opposite the Boat-house and momentarily improved their position, but the Germans were too much for them, rowing remarkably well, and they won a splendid race by between two and three lengths, or a difference in time of 8½ seconds. The time of the Germans was 8 min. 22½ seconds, that of the Scotch, 8 min. 30½ seconds. The time of the English was not taken.

ALL COMERS' RACE.—In Tub Fours. Crews made up on the spot. Prize, four pewters.

1.—Bow—Hodge.		2.—Bow—Rowland.	
st. lbs.		st. lbs.	
2—McCaslin		2—Stears	
3—Reynold		3—Williamson	
Stroke—J. Jones		Stroke—Wenmols	
Cox—W. White		Cox—A. E. Jones	
Bow—A. Sim		Bow—McMurray	
2—H. Smith		2—Ney	
3—Gove		3—Black	
Stroke—Wingrove		Stroke—Roberts	
Cox—G. Wilson		Cox—J. Howell	

The start was at Trefancha, and it took the boats some time before they got into position, owing mainly to two of the coxswains having but a rudimentary idea of their duties. They all went away well together, but only two of the boats managed to steer straight, White's crew making for the Trefancha bank, and Jones's boat ran into him. They were left in the rear. Wilson's crew meanwhile had obtained a lead of a couple of lengths, followed by Howell's boat, the occupants of which struggled hard for first place. But their efforts only increased the determination of the leaders, who kept a length and a half ahead to the winning-post, and on returning to the Boat-house their success evoked rounds of applause. No time was taken. The two crews who came to grief were similarly received, and the able cox. of the erring boat received the sympathy of the bystanders when it was known that one of the crew in the boat that ran into him had scooped the water into his lap and pretty well drenched him.

BANKERS' CUP.—Presented by the Bankers of Shanghai. Senior Sculls. Entrance fee, \$5. Distance, 1½ miles.

st. lbs.		st. lbs.	
R. P. Hunter	10 10	5—Blue	10 10
O. Meuser	11 5	5—Blue and White	10 0

Both men felt sure of winning, and the betting was pretty even. Hunter won the toss and took inside place. A capital start was effected, the pair keeping on even terms for the first one hundred yards. Then Hunter drew away and at the first bend he had obtained an advantage of a

length and a half. Continuing to improve his position, at the mile post he was fully three lengths ahead, and he further increased his lead to four lengths by the time he reached Trefancha. Up to now the steering of both had been remarkably good, but here Meuser turned across the river and ran into the bank, where he remained stationary until the umpire's steam-launch passed down. He then commenced to scull again, but could not make much headway in the wash from the launch, and he gave up the race. Hunter eased down opposite Miller's and rowed the remainder of the distance at his leisure. The time he took to go over the course was 9 min. 2½ sec.

CANOE RACE OVER LAND AND WATER.—Over a course to be selected by the Committee. Entries to close on the spot. Entrance fee, \$1.

It was a pity that it was dark before this race came on. Nearly all the ladies had left, and they missed seeing one of the most mirth-provoking events of the day. There were four entrants, Messrs. Westall, Cheetham, G. Wilson, and J. Roberts. They had all the fun to themselves, as the race took place simultaneously with the one described above, and their mud-larking could not be seen from the Boat-house. The start was over the mud just above Marchwood; then they crossed the river to the opposite bank, where they had to drag their canoes round two red flags, take the water again opposite Miller's (but there were no ladies to see them) and paddle to the Boat-house. Cheetham took the lead, followed by Roberts, with Westall third, and Wilson last. This order was maintained throughout, and they all managed to overcome their difficulties fairly well, with the exception of Wilson, who capsized at the second landing and had a swim before he could right his canoe. Cheetham won by six or seven lengths, and Roberts was about the same distance in front of Westall, Wilson being distanced.

There were still three events on the programme, and two others which had been kept over from the previous day. But it was now six o'clock, and so dark in the shade of the Boat-house that a boat's crew could not be recognised in the middle of the creek. In the Club Four-oar Race we understand the Nonpareil crew declined to compete, and that their opponents, the Nondescripts, have challenged to row them any time during the next week. The challenge Four-oar race between the Club and the Committee, the second All Comers' race, and the rowing off of the dead heat in the Double Sculling race were postponed; while, notwithstanding the lateness of the hour and the darkness, the Ewo and Way-fong crews decided to row for Dent's Challenge Cup.

HONG FOUR-OAR RACE.—In Shanghai new fours. Entrance fee, \$10 per Boat. Distance, 1 mile.

1.—Ewo—St. Andrew's Cross.		2.—WAY-FOONG—Blue.	
st. lbs.		st. lbs.	
Bow—B. A. Clarke	10 4	Bow—A. Veitch	10 8
2—E. G. Hillier	9 10	2—R. T. Pernewan	11 10
3—R. P. Hunter	10 5	3—D. Jackson	12 0
Stroke—D. Glass	12 4	Stroke—P. W. Anton	9 6
Cox—C. J. Ashley	10 5	Cox—C. Dowdall	10 0

The Ewo crew had inside place and soon had a lead of a length. Their opponents, however, came nearly up to them at Trefancha, and proved more difficult to beat than it was expected would be the case, the Ewo boat being decided favourites. It was a good race past the Boat-house. The Ewo crew were then a length ahead, and in the run down they gradually increased their lead, winning by two lengths. The time was not taken.

CRICKET.

PUBLIC SCHOOLS v. SHANGHAI CRICKET CLUB.

A match under this title was played on Saturday afternoon, and though some of the schools represented might not strictly

come within the designation of Public Schools proper, a distinction perhaps a little difficult to define, yet the eleven thus got together gave the Club a nice afternoon's leather-hunting and demonstrated that the lessons of youth had not been entirely thrown away.

The Schools having won the toss elected to go in, and before the last man got his stumps disarranged, they had run up the large total of 209. Of this Mr. G. R. Johnston, first in, carried out his bat for 79, a very good and steadily-played innings, in which only one chance was given. He well deserved the applause which he received on his return to the pavilion. Mr. Holliday soon rattled up 22, but in trying for the second time to take a ball off his middle stump to square leg, was bowled. Messrs. Allen and Gore-Booth made 19 each, the latter being as much of a "barn-door" as ever. A new bowler made his debut, and from his first ball Mr. Gore-Booth was caught at cover point, to the joy of the bowler and satisfaction of the field. This success, however, the debutant did not follow up, and instead took to bowling wides, and had therefore again to retire to the seclusion of short leg.

The light was fast waning when the Club put in an appearance, represented by the President and Mr. Burrows. The latter, after making two two's, was caught. Lamond followed and hit fast and furiously, doing pretty well what he liked with the bowling, till the ominous rattling of his stumps proved to him that he could not hit every ball. Mr. Rowland made two or three hits and was then well caught by Mr. Dent. The President carried out his bat for a score not large, seeing that it only amounted to four, but made by those cuts for which he is so famous. We heard a man remark that the style of making them reminded him of W. G. Grace, which we suppose was a compliment, whether to the President or W. G. Grace we need not say.

On Mr. Rowland's retirement the light was so bad that further play was impossible, and the match was therefore declared drawn, the Club having three wickets down for 34.

PUBLIC SCHOOLS.

E. S. Perrot (Cheltenham), b. Scott	6
G. R. Johnston (Royal Naval College), not out	79
C. E. R. Allen (Rippon), run out	19
J. F. Holliday (Cheltenham), b. Scott	22
E. H. Gore-Booth (Rugby), c. Valentia, b. Hutchings	19
W. H. Tottis (Rossall), b. Rowland	10
E. C. H. Dent (Eton), b. Scott	7
R. Dunman (Blackheath), b. Scott	3
F. A. Groom (Lancing College), c. Rowland, b. Scott	2
W. J. Gardner (Marlborough), b. Rennie	7
B. Ruttenjee (Oxford), b. Scott	6
Byes	4
Leg Byes	2
Wides	23
	209

S. C. C.

H. R. Hearn, not out	4
A. Burrows, c. Tottie, b. Perrot	4
W. Lamond, b. Perrot	19
E. J. O. Rowland, c. Dent, b. Perrot	7
J. L. Scott	
C. Sleeman	
A. Veitch	
F. Grose	
J. Valentine	
R. C. Rennie	
C. H. Hutchings	
did not bat.	
	34

PUBLIC SCHOOL.

1	2	3	4	5	6	7	8	9	10
18	60	82	107	114	119	122	135	198	209

S. C. C.

1	2	3
6	26	34

CRICKET.

NINGPO CRICKET CLUB v. H.M.S. "MOSQUITO."

The opposing teams met on the Ningpo Cricket Ground on the 18th inst. to wield the willow in a return match, "just to show that there was no ill-feeling," a fact satisfactorily proved by the hearty cheers accorded by the vanquished to the victors

after the termination of the match. The residents, who, by-the-bye, were composed chiefly of members of the Church Missionary Training College, with the abrupt finale to the last match fresh in their memory, and mindful of the saying that a "bird in the hand is worth two in the bush," were content on this occasion to win by six wickets. Without detailing the progress of the game, Lieutenant Jeffery may be credited with having done by far the most for his side, both in the field and at the wicket, where he was ably assisted by Corporal Maskell, a steady and promising bowler. Alexander again distinguished himself behind the stumps, picking up fast leg-balls with his left hand with a remarkable dash. Messrs. Davidson, Smith, Hoare and Elwin were the most successful with the bat on their side, but throughout the match the assault was carried on with greater effect than the defence, notwithstanding the lumpiness of the ground, which told rather against the bowler than for him, many a ripper bounding harmlessly over the wickets which should have played sad havoc with the bails.

Altogether the match was a success, and although it can hardly be repeated under the same title, the opportunity offered by the gunboat's probably long stay to get up a few scratch matches will be gladly availed of, and the mingling of the teams will improve both and possibly bring out some latent talent. The "Mosquitoes" are a valuable addition to our C. C.; and considering the size of the ship, she is to be complimented much upon her versatility;—vocal music, comic and sentimental, dramatic talent, tragedy and comedy, coming alike within the compass of her varied attainments. Let me here hint that an entertainment like their late one would be appreciated by those on shore, more especially if, by the levy of a small charge at the door, they could enlist the sympathies of the good folk on shore in aid of some charitable or useful undertaking.

H.M.S. "MOSQUITO."

1st Innings.		2nd Innings.	
R. Alexander, b. Davies	2	c. Smith, b. Shann	0
W. Horner, b. Shann	0	c. Li Eo-fah, b. Davies	1
W. Maskell, c. Elwin, b. Shann	0	c. Hoare, b. Davies	0
Dr. Dudley, b. Davies	12	c. Davidson, b. Shann	3
A. Biggs, c. Elwin, b. Shann	6	c. Wong Da-bih, b. Davies	5
P. Kellett, b. Davies	0	c. Hoare, b. Davies	0
Lieut. Jeffery, b. Davies	0	b. Shann	25
Mr. A. K. Tison, b. Shann	4	h.w., b. Davies	2
G. Teal, b. Davies	2	c. Hoare, b. Davies	11
W. Rogers, b. Davies	0	b. Davies	0
C. Farmer, not out	0	not out	0
Byes, etc.	3	Wide	1
	29		48

NINGPO CRICKET CLUB.

1st Innings.	2nd Innings.
C. W. T. Davies, c. Dudley, b. Jeffery	0 b. Maskell
F. J. Smith, run out	5 not out
Rev. J. C. Hoare, st. Alexander, b. Maskell	13 b. Jeffery
Rev. R. Shann, c. Tison, b. Jeffery	1 c. Teal, b. Maskell
P. Davidson, b. Jeffery	7 not out
Rev. A. Elwin, not out	12 b. Maskell
Wong Da-bih, b. Jeffery	0
Sing Tse-ling, b. Maskell	0
Sing Tse-seng, c. Tison, b. Maskell	4
Nyi Liang-p'ing, c. Dudley, b. Maskell	1
Li Eo-fah, b. Jeffery	0
Wides	2
	Byes
45	35

BOWLING ANALYSIS.

1st Innings.	overs.	runs.	maid.	no
Lieut. Jeffery	8.1	17	3	1
Corp. Maskell	9.2	26	1	4
2nd Innings.	overs.	runs.	maid.	no
Lieut. Jeffery	8	15	2	1
Corp. Maskell	8.3	18	2	3

1st Innings.	overs.	runs.	maid.	no
C. W. T. Davies	14	10	9	6
Rev. R. Shann	14	16	5	4
2nd Innings.	overs.	runs.	maid.	no
C. W. T. Davies	13	9	9	7
Rev. R. Shann	11.3	21	2	3
P. Davidson	6	5	4	0
Rev. J. C. Hoare	5.1	12	0	0

Miscellaneous.

POLICY TOWARDS COREA.

That Corea cannot remain a sealed-up book for many more years is what every one sees but the Coreans themselves. It is very advantageously situated for trade, and is occupied by an industrious population. It lies between two more powerful races on its east and west, both of whom are notable for commercial activity. It occupies a central position between the Russian settlements on the Amoor coast and the English commercial Settlement of Shanghai. It stands in the midst of those marine highways, the Sea of Japan and the Yellow Sea, which each year are traversed by an ever-increasing number of merchant steamers. Inland seas promote traffic and the intercourse of distant cities. To cross the sea is to become acquainted with new customs and habits of thought and language. The position of Corea is eminently favourable for a civilising development. The people of that peninsula would be very much the better for it in their morals and in their minds, as well as in material respects. Credible accounts assure us that the strata of coal and iron-stone which are of such immense extent in China are continued into Corea, and the natives describe the coal and copper of Corea as very abundant. It could not be otherwise. Corea, therefore, might be expected to be rich in coal just as Shansi, Chihli and Japan are rich in coal. What might be expected to be the case is actually the case, as shown by the testimony of the natives, though authors on Corea do not mention the fact.

If Russia were to conquer the north-eastern part of Corea she would obtain possession of valuable copper mines, pointed out by the natives in localities in that part of the map of their country. Four years have passed since the Japanese treaty was made, and the execution of another such document by some other nation is still a contingency of the future. A favourable opportunity for making a treaty has so far been lost. When the Japanese had finished their negotiations, another Power might with advantage have pressed for similar privileges. But the occasion has slipped by. In these circumstances it would be a good thing to reconsider what should be done. The Coreans want advice and aid from China against Russia. The Chinese cannot give to the Corean Ambassador now in the capital of the Celestial Empire anything but sympathy and condoling regrets. They can promise them aid in negotiating, but none in fighting. The Coreans would be delighted to make a treaty with any strong foreign Power that would befriended them in the case of hostile advances from their dangerous neighbour on the north-east. The Chinese and the Coreans are alike afraid of Russia having designs on Corea. It is much on the mind of the Governor of Shansi in his new duties. He has charge of 40,000 or 50,000 men on the Manchurian coast-line, his own head-quarters being now at Shan-hai Kuan. From that point to Moukden the whole country is garrisoned according to the old ideas of the Chinese, a legion of 500 in each encampment. Beyond Moukden to the east and south-east no provision appears to have been made against Russia in case of war. It is this that troubles the minds of the Corean statesmen, and led to their sending their Embassy.

Let it be well understood that the Coreans are not so poor as has been said. They have endless supplies of coal, copper, and iron. Beggars are few in Corea compared with China. The mountains are numerous, but they are well-wooded, and woods are one of the chief constituents in making a country rich. The plains are certainly fertile. The history of

the Catholic mission speaks of faithfulness in persecution and depth of religious belief. This is an interesting point in the character of the people, and gives us confidence in the expectation that on closer acquaintance unpleasant features that meet the observer upon his first acquaintance with them would be compensated for by a susceptibility of religious feeling and the exhibition of those domestic virtues which accompany that feeling.

Any strong European Power that would promise the Koreans to help them diplomatically against the Russians, could now obtain from them with little difficulty a treaty with conditions of more value to commerce than at a later period when the fear of Russian aggression shall have passed away.

THE S.S. "MEE-FOO."

Rather more than ordinary interest attaches to the steamer *Mee-foo*, inasmuch as she is the first steamer that has been, if not exactly built, at any rate re-constructed, for trade with foreign ports, under the auspices of a Chinese Company. She was formerly an iron barque called the *Bendutha*, and was towed down to Shanghai in July of last year, having been bought as a wreck by a representative of the firm of Messrs. S. C. Farnham & Co. She then went into the dock belonging to that firm at Tung-ka-doo, and it was decided to convert her into a screw steamer for Chinese passenger traffic. Accordingly on Saturday, the 17th of April, after having been cut through about the centre, the forward part was drawn 57 feet 6 inches away from the other, (a considerable number of visitors witnessing the operation). To this extent she has been lengthened, and fitted with compound direct-acting inverted cylinder engines of 150-horse power nominal, supplied by the firm of Messrs. W. B. Thompson & Co., Dundee. Her high pressure cylinder is 30 inches in diameter, low pressure, 56; length of stroke, 36. There are two tubular boilers, constructed by Messrs. S. C. Farnham & Co., 11 feet 6 inches in length and 12 feet 4 inches in diameter, and a vertical superheater is attached, 8 feet high and 8 feet in diameter. Each boiler has three furnaces. The steamer's shaft will work in a water-tight tunnel 6 feet high and 4 feet wide. Her dimensions are:—Length of main deck, 271 feet; length over all, 295; beam amidships, 33; depth of upper deck 7 feet 6 inches, depth between decks, 7 feet 3 inches; depth of hold, 12 feet 6 inches; total depth, 26 feet 3 inches. Her tonnage is 1,284 net, and 1,745 gross. She has patent steam starting gear and governor and turning gear. There are four water-tanks, with a capacity of 20,000 gallons, and two condensers that will make 1,000 gallons of fresh water per day. Of the eight boats, three are life-boats fitted with air tanks, and four of them are provided with patent tripping gear. She has been provided with a 12-inch whistle, the largest on the Coast, that of the C.C.S.N. Co.'s steamer *Sin Nanxing* coming next, with a diameter of 10 inches. Her course will be steered by three American spirit compasses, which we understand are considered by many nautical men the best now in use. The saloon is aft, on the main deck, and is roomy and tastefully decorated; four state-rooms for foreign passengers lead out of it and a bath-room and other conveniences are close at hand. The store-room, sail-room and pantry are just forward of the saloon. A house 11 feet 4 inches in length, by 13 feet 4 inches in width, with a height of 6 feet 6 inches, has been erected on the upper deck for the special use of Chinese passengers who wish to smoke opium. We have not heard of anything of this kind on a steamer before. On the large steamers that cross the Pacific Ocean, a space is divided off on the main deck for their use, but there is no other provision made.

There is accommodation for about 800 Chinese passengers, with a hospital and doctor's quarters. The officers' rooms are on the upper deck forward. The galleys are large and fitted with every convenience; there is one for the cabin, one for the use of the crew, and another for the Chinese passengers; this latter contains two steam boilers for cooking rice and also two ranges.

The carrying capacity of the steamer will be about 30,000 piculs.

We understand that the steamer, whose name was selected for her by H.E. Li Hung-chang, is at present owned by Mr. C. P. Blethen, and will sail under the American flag, the agents for the vessel being the China Merchants' Steam Navigation Company. She is to run between the Southern ports, Honolulu and San Francisco. Captain Cunningham, late of the C.M.S.N. Co.'s steamer *Meli*, takes the command, his place on the smaller steamer being taken by Captain Warwick. Mr. Pomquist, recently second officer on board the *Hacting*, will be chief officer, and Mr. Banfield, late of the *Kiangpian*, has received the appointment of second mate. Mr. Clements, late chief engineer on the *Hacting*, will take charge of the engines.

On the 13th instant, the *Mee-foo* went down to the Inner Lightship and back for a trial trip. Punctually at eight o'clock in the morning as the gun was fired from the Spanish man-of-war at a short distance from where the *Mee-foo* was lying just above the Old Dock, the Stars and Stripes were hoisted astern, and the ensign of the China Merchants' Steam Navigation Company rose to the main. A number of ladies and gentlemen, who had been invited to avail themselves of the trip as a pleasure excursion, were on board. Among them were Captain L. Kalgueras of the Russian corvette *Nayedzhnik*, Captain Barton, Government Marine Surveyor at Shanghai, Dr. Macgowan, and gentlemen from the offices of Messrs. Primrose and Co., and Messrs. Siemssen and Co., and Captain Pratt of the *Kiangteen*. The firm of Messrs. S. C. Farnham and Co. was represented by Messrs. C. P. Blethen and F. W. Galles. Mr. Chin Fui-ting and several Chinese gentlemen connected with the China Merchants' Company arrived about 8.15. The steamer cast off from the Wharf at 8.30, the tide being flood. The Naval Yard was passed at 8.45; the "Heaven-sent Barrier" at 9.40; the Red Buoy at 10; the Hellespont at 10.43; the Little Beacon at 11.07; and the Inner Lightship at 11.40. Thus a distance of 28 miles was travelled in three hours and ten minutes. All the awnings were spread, the wind was against her all the way, and the tide also as far as Woosung. She drew 10 feet 10 inches forward, and 13 feet 2 inches aft. There were about 3,600 piculs of cargo on board. Just as the *Mee-foo* arrived near the Lightship, the C.M.S.N. Co.'s steamer *Chintung* passed her inward bound, and gave three whistles as a salute. This was duly returned in a very impressive manner. The *Mee-foo* now turned round and started to return to Shanghai.

Just as the vessel's figurehead pointed towards Shanghai, the very welcome announcement was made that tiffin was ready.

After tiffin in the saloon, Dr. Macgowan rose and said he must congratulate Mr. C. P. Blethen and the China Merchants' Steam Navigation Company on the success of their enterprise with regard to this vessel. They had induced the "Mountain of Clyde" (*Bendutha*), like a coy maiden to change her name; she had given a silent assent, as coy maidens sometimes do. All the ladies then in the saloon, he felt convinced, had derived considerable advantage from a similar alteration. He had no doubt that the vessel's new name, which signified poetically "Wealth and Beauty," but prosaically, "America and Wealth," was an auspicious one. There could be no

doubt as to the fact of the vessel possessing beauty, and he confidently anticipated that the owners would find their riches increased in the future by means of her exertions. She had formerly borne "the flag that braved a thousand years the battle and the breeze," and the present company sat under the spangled flag on which Heaven had cast its sunshine for more than a hundred years. He supposed that a time would come when she would carry the dragon flag into distant ports. He hoped that the vessel would live to a ripe old age; and that she would never be sent to sea after she had ceased to be fully able to contend successfully with the elements, but that in some quiet harbour she would terminate her career peacefully. Referring to the *Hochung*, the doctor remarked that the Chinese might have received an impression from the published reports of the case, that the United States Government had been unjust and harsh in its action, but news had been received, dated the 24th of August, that the President was about to issue a proclamation by which the *Hochung* would be admitted to the port of San Francisco on the same footing as the vessels of the most favoured nation. The Chinese Government now knew, and the Japanese Government would soon know, that the American people did not wish to have a dollar in their Treasury that had not been legally and honourably acquired. He then proposed the health of the owner, that of the officers of the vessel, and success to the China Merchants' Steam Navigation Company, expressing the hope that the ship would always be commanded by as skilful, faithful and fearless men as her present set of officers.

The speech was received with enthusiasm, and as there were no alcoholic beverages on the table, their places were supplied by soda water, lemonade, tea and coffee. As the steamer approached the Woosung Bar, it was evident that there was not sufficient water to allow her to cross it, so that, as one gentleman facetiously remarked, "the Temperance steamer was detained at the Bar for want of water after all." An opportunity was afforded by the anchor being cast at 1.40, to exhibit the mode of working the steam windlass, which is worked by a high pressure double cylinder engine, which can be worked up to 50-horse power. This engine is placed below, it being much better to have it there than on deck, as it is more easily kept clean. The windlass was supplied by Messrs. Matthew Paul and Co., of Dumbarton, and we are informed that the only one like it on the coast is that on board the *Hankwang*. It is so constructed that one man can control its action, and can let out one anchor, and heave in on the other; or pay out or haul in both simultaneously, as desired.

The anchor was weighed at 4.25, and the *Mee-foo* passed the Red Buoy at 4.30, and the Bar Marks at 4.53. From there it took thirty-five minutes to reach Half-way Point. When the *Mee-foo* was crossing the Bar, the C.M.S.N. Co.'s steamer *Kiangpian* was about half or three quarters of a mile ahead, but, in spite of being slowed down once or twice, the new steamer passed the one that had just arrived from Hankow a little this side of Collier's Dock. A few minutes after six o'clock the China Merchants' Company's lower wharf was reached, and the anchor dropped. The tide had been against the *Mee-foo* all the way up, the vessels in the river not having swung when she cast anchor. The average rate of speed of the engines was 60 revolutions per minute. The trip was considered by all to be eminently satisfactory in every respect. There was not the slightest "hitch" in any of the arrangements, and nothing seemed to go wrong. The engines worked well, and the vessel was found to be very easily handled as she answered her helm readily. The rate of

speed attained caused both owner and engineers to look cheerful; it must be remembered that she had the tide against her both ways, and the circumstance that her deck was some sixteen or eighteen feet from the water can scarcely be considered to have been in her favour. A more beautiful day as far as the weather was concerned it would have been impossible to obtain, being bright and sunny without being unpleasantly warm. The ladies and gentlemen who had received invitations for the day's outing appeared thoroughly to enjoy themselves, and nothing occurred to mar in any way the day's pleasure. Captain Cunningham and his officers and engineers are certainly to be congratulated on the successful manner in which their duties were discharged, and the auspicious manner in which the steamer may be said to have started in life, while the members of the firm of Messrs. S. C. Farnham and Co. doubtless felt that there was good ground for the numerous expressions of satisfaction that were heard from all on board.

HEAVY GALE IN JAPAN.

Yokohama was visited by a severe gale of wind on the evening of the 3rd inst. which is supposed to have been a portion of a typhoon passing closely to the northward. The weather had been uncertain throughout the day,—heavy rain squalls alternating with bright sunshine,—but shortly after 8 p.m. the barometer began to fall rapidly. The wind was then S.E., but gradually shifted to S.S.W., the warm, damp gusts which permeated everything giving warning of some approaching atmospheric disturbance. At midnight there was but little wind, but soon afterwards it gradually freshened, and backed to S.S.E., accompanied with a heavy deluge of rain. In this quarter it remained until about 1.30 a.m., when it suddenly backed to N.N.E. and blew a perfect hurricane until 3 a.m., after which it gradually subsided, and, in fact, almost died away, until 8 a.m., when a fresh breeze again blew from the N.N.W. The damages—without being alarming—are sufficiently serious. On the Bluff nearly all the fences are levelled with the ground, and most of the houses have suffered more or less, portions of the roofs, eaves, tiles, &c., having been carried away. The damage done to gardens, &c., has also been serious, and the wind—which appears sometimes almost to have come in streaks—has uprooted trees which have withstood many a blow, and some of which must have been at least a century old. The temporary Grand Stand at the Race Course has also been blown down, and it is hoped that the Nippon Race Club will now make arrangements to re-construct one such as we had in brighter days, worthy of one of the prettiest courses in the world. In the Settlement more damage has apparently been done to the buildings than on the more exposed bluff. A godown—nearly completed—at Messrs. Jardine, Matheson & Co.'s—has been blown down, and a brick building, partly completed, on Lot No. 10, has shared the same fate, whilst roofs, walls and cornices show on all sides the effects of the storm. The wall of the Boat-house on the French Hatoba, which was exposed to the full force of the gale was blown in, and the well-known willow tree in the Church compound was uprooted. A stone godown in the course of construction at the back of the Swamp, near Hinode-bashi was blown down, and caused, it is said, a loss of four lives. In the harbour less damage was done than might have been expected. The Japanese training ship *Tsukuba Kan*, which, be it noted, was lying with top-gallant yards across, dragged her anchors, and, we believe, touched on the outside edge of the spit. *H. M. S. Fly* dragged some distance, and, although nearly ashore, was brought

up opposite the Grand Hotel. Most of the merchant vessels also dragged, but, so far as we can learn, but little damage was done except at the English Hatoba. The wind and sea setting straight in to this, caused frightful havoc amongst the small craft which are usually moored there for shelter, and a melancholy account of wrecked and damaged sampans, gigs, steam launches, and lighters was to hand the next morning. Altogether the typhoon—though severe,—was a short one, and we seem to have escaped with less damage than when the duration of a storm has been more prolonged. The lowest reading ashore of the barometer was 28.64. The following are particulars of the winds and barometer, with which we have been favoured by *H. M. S. Fly*:

Hour	Wind.
8 p.m.,	calm, bar. 29.56.
11 "	S.S.E., strong and rain, bar. 29.36.
12 "	S.E., stronger, bar. 29.22.
1 a.m.,	S.E. by E. squally, bar. 29.00.
2 "	East, veering by North to N.N.W. bar. 28.90.
3 "	N.N.W., blowing hardest; lowest bar. 28.90 at 2.30 a.m.
4 "	clearing, bar. rising, 29.20.
4 30 "	calm.

The damages caused by the last severe storm in the capital were considerable. The number of houses damaged and persons injured is incalculable. The roof of the Accountant's Bureau in the Treasury Department was destroyed. In the barracks at Yurakucho the fire look-out and one building were damaged, and fourteen soldiers were killed and thirty-two injured, who were sent to the hospital. In Tsukidji the force of the gale was most felt and 21 houses were blown down and many others damaged. In the prison at Tsukudajima several buildings were destroyed. In the stable in the Imperial Household Department, a building occupied by *bettoes* was demolished and ten of the men were severely wounded, of whom two died at once. The corvette *Kanko Kan*, near the Naval Department, parted her cables, and a mast of the *Settsu-go*, which was being repaired, was blown down. Many junks and small boats in the neighbourhood of Tsukidji sank or were blown away to sea. Great damage was done all over the city, and numbers were killed and injured. By an official report we learn that 1,086 houses were destroyed; 12 damaged by water; 2,376 more or less injured. Twelve persons were killed (*Akebono* says 26), and 23 injured (*Akebono* says 85).

The storm was not confined to Yokohama and Tokio. According to official telegrams, several large rivers that cross the Tokaido were flooded and impassable, and many houses were washed away, and the damage done to private and Government property was very great.—*Japan Herald*.

At Kobe the gale was experienced in all its severity, and the damage to property in the foreign Concession and in the native town was very extensive. From eight o'clock in the evening till nearly midnight the storm raged, and, according to the *Hioyo News*, strong and newly-built houses shook to their very foundations, and it was dangerous to walk in the streets. The following morning scenes of wreck and ruin could be seen in every street. Some buildings had entirely collapsed, roofs had been stripped of their tiles, large trees had been uprooted, and the streets were everywhere strewn with broken tiles, zinc water-spouts and broken timber. The most extensive damage is that which has befallen the Kobe Regatta and Athletic Club, for the Boat-house was entirely destroyed, and with it all the fine boats,—Canton four, single and double sculls, canoes, and almost every thing it contained; and this is not all the loss sustained by the Club, for the Theatre and Gymnasium building at the south-east corner of the Recreation Ground is also entirely destroyed. At the gas works a large quantity of tiles were carried from the roof of the main

building, while at the Kobe Iron Works and the Kobe Paper Mills the damage was more extensive. The British Consulate premises also suffered considerably and a part of the roof of the Protestant Church was carried away, while the walls of the building itself are said to have gone several inches out of plumb. Three of the finest fir-trees at the Sanno-miya Temple were up-rooted, one of them falling on the Temple and doing much injury. In every street the buildings have sustained damage, a description of which occupies nearly three columns of the *News*. The Japanese houses do not seem to have suffered much, the damage being principally among foreign-built houses, while the storm was not so severely felt in the harbour as it would have been had the wind come from an opposite direction. Native craft however suffered considerably, and four boatmen are known to have been drowned, and several others are reported missing.

The French mail steamer *Menzaleh* arrived at Yokohama at three o'clock on the 5th inst. She had experienced rough weather during the passage, and was in the neighbourhood of three typhoons: the first shortly after leaving port, the second in the vicinity of Formosa, and the third off the Japanese coast on the 3rd instant. She escaped however the full violence of the storm on each occasion, and no injury was done to the vessel.

CHINA AS A MARKET FOR AUSTRALIAN WOOL.

The attention of manufacturers and producers of various commodities is constantly directed to China as a market for their goods. Though many foreign articles are now used or consumed there, their sale is small to what it may become. The European and American merchants are endeavouring to bring to the notice of the Chinese the things in common use in the west, trusting that, when their utility is seen, they will be in large demand. It is urged that the four hundred millions of China ought to buy many things they do not buy now, and to purchase more of those already sold to them. The captivating phrase, "four hundred millions," is, however, likely to mislead. It has misled before. When China was thrown open to foreign trade, some British manufacturers indulged in lively expectations of an enormous sale of their goods. Calculations, it is said, were made as to how long the Lancashire mills would be occupied in turning out sufficient calico for trousers for the four hundred million pairs of Chinese legs; as to what number of pianos would be taken by the millions of Chinese householders; and as to the quantity of knives and forks that would be needed to enable the Celestials to dine in a proper and civilised manner. Yet at the present moment, only a minority of the inhabitants of the Middle Kingdom are clothed in foreign-made fabrics; the Celestial ear has no appreciation of foreign music, and the cheap and simple chopsticks are preferred to the best Sheffield cutlery. But China, though she has not realised the sanguine hopes some manufacturers formed of her purchasing capacity, has already become, and is becoming more and more, a valuable market for foreign commodities. Social revolutions are often of greater consequence than political revolutions; and the foreign merchants in China are slowly but surely bringing about a change in the social life and habits of the people which will ultimately exercise the greatest influence upon that vast Empire.

It is too much the fashion to speak of China as being hopelessly conservative, as bearing an inextinguishable hatred to foreigners and all that is foreign, and as desiring nothing better than to remain wrapped up in a mantle of exclusiveness. No doubt a great deal might be said in support of all these assertions; and a deal might be urged to disprove them. Those, however, who, from long residence,

best know the country, will say that foreign opinion, acting somewhat as a kind of moral policeman, is compelling it to "move on" in the path of progress and civilisation, though the pace is not so quick as to satisfy those personally interested, nor indeed, her truest friends. It is important to remember that China is progressing, and that as she progresses she will be more ready to adopt foreign ideas and to purchase foreign goods. Above all else, the Chinese are a practical people. They quickly see their own interests, and do not allow national pride or ignorance to stand in the way of solid advantages. Though the Chinaman may hate the foreigner, he will buy the foreigner's goods if better and cheaper than his own. He travels by a foreign steamboat in preference to his native junk; he has discarded the ancient flint and steel for foreign matches; he burns kerosene oil because it is superior to anything produced in his own land; and when he was given the opportunity of riding on a railway he embraced it eagerly. These common facts serve to show that the people of China are far less conservative than is supposed, and it is encouraging to recollect them when an attempt is made to introduce further changes in their personal habits or domestic life.

The clothes of the millions of China are now made of cotton, but there seems no good reason why they should not be made of wool, or of a mixture of wool and cotton. A large portion of China is very cold during the winter months, and the Chinese, who do not heat their rooms by fires, use extra clothing to keep themselves warm, those who have the means wearing wadded garments. Coarse woollen cloth would probably answer this purpose better, and in the end prove cheaper and more durable. Unfortunately the Chinese have not hitherto had an opportunity of purchasing such a material, no wool being grown in the country except in the far north. The attention of the Chinese has, however, lately been drawn to the superiority of woollen garments; and during the past year a large woollen manufactory, partly, it is understood, a Government undertaking, has been established in the north-west. The machinery was obtained from Europe, and foreign workmen were brought out to teach the natives to use it. Recently, also, at Shanghai, the most important of the ports open to foreign trade, experiments have been made with imported wool. Many of the natives continue to work up the home-grown cotton on their own primitive looms; and an endeavour has been made, in a humble way, to induce them in the same manner to manufacture cloth made of wool, or of wool and cotton. The result was apparently successful, the rough coarse material that was produced being very strong and well adapted for clothing for the poor Chinese. The advantages of this system are that there is no necessity to import costly machinery and foreign skilled workmen, as the manufacture can be carried on at home, and at times when there is no other occupation. Unfortunately, the experiments could not be continued to any really useful result, in consequence of the failure of the firm by which they were being conducted, and we understand that nothing further has been done in the matter for some time. These experiments might be resumed without much trouble or risk; or the cloth might be manufactured in the colonies and exported to China. If the cost of labour be here too great, it might be worth while considering whether a large manufactory might not profitably be established in China, where labour is abundant, cheap, and useful for all purposes where special aptitude and trained skill are not needed. The Chinese are patient, sober, trustworthy, and industrious, possessing just the qualities which would make them excellent factory operatives. The example of Japan, which is now successfully competing in some manu-

factures, amongst which may be mentioned paper and matches, with Europe, is encouraging for beginning such an undertaking. But whatever the means by which cheap, strong, and coarse woollen cloth can be placed in the Chinese markets, the practical nature of the people would soon cause them to appreciate it and to use it for clothing. Thus there would be a greatly increased demand for wool, which would fetch considerably higher prices. The opening up of a new and extensive market—one which possibly may prove the largest in the world—for this important article of colonial produce, deserves the attention of all who are interested in the trade and prosperity of Australia.—*Sydney Mail*.

Law Reports.

CIVIL SUMMARY COURT.

Shanghai, 18th October.

Before R. A. MOWAT, Esq.,

J. C. WILLIAMS v. JESSIE LOWARK.

This was a suit to recover \$4, due to the plaintiff from the defendant for a sideboard supplied in the month of September.

The defendant admitted that she owed the money, but explained that she could not pay it. Her husband went away in August, and she had not yet heard from him. She was quite willing to return the sideboard to the plaintiff.

The plaintiff expressed his willingness to receive it.

His HONOUR thereupon directed the defendant to return the article and settle the case in that way.

No order was made as to costs.

POLICE COURT.

Shanghai, 14th Oct.

Before H. S. WILKINSON, Esq.

R. (Captain BISSETT) v. CHARLES SURANE.

Absent without leave.

The prisoner, an able seaman on board the British brig *Jumna*, was brought up on remand charged with being absent from the vessel without leave on the 10th inst.

SAMUEL WILLIAM BISSETT deposed that he was a British subject and captain of the *Jumna*. The articles produced were made out at the Consulate at Nagasaki. The prisoner's time of service was not up. He had leave on Sunday night to go ashore till Monday. He had not been back since.

Defendant said that he had had a trouble with a man named Smith, who wanted to fight with him. He wanted his discharge.

His WORSHIP told the prisoner to go on board the ship and the captain would enquire into the circumstances of his trouble. No punishment would be inflicted beyond the payment of \$2.50 costs.

18th October.

Before R. A. MOWAT, Esq.,

R. (POLICE) v. JOHN ERICKSON.

Drunk and Incapable.

The prisoner, an able seaman on board the British brig *Jumna*, was charged with being drunk and incapable on the previous evening. The offence was admitted.

His WORSHIP cautioned the prisoner and told him to return to his ship.

19th October.

Before G. FRENCH, Esq., Chief Justice.

R. (POLICE) v. BARTHOLOMEW HOLLAND.

Drunk and Incapable.

The prisoner, a boatswain's mate on board H.M.S. *Modeste*, was charged with having been drunk and incapable on the previous evening in Hongkew.

The offence was admitted, and the prisoner having expressed his regret for having been guilty of it, was cautioned and sent on board his ship.

IN THE U.S. COURT FOR THE CONSULAR DISTRICT OF SHANGHAI.

Shanghai, 14th October.

Before O. N. DENNY, Esq., Consul-General, Acting Judicially.

HOLLIDAY, WISE & CO. v. FRANCIS PARKMAN KNIGHT.

This was a suit to recover the sum of Tls. 1,781.21, with interest at the rate of 10 per cent *ad annum*, the value of sixteen bales of heavy shirtings consigned to Knight and Co., at Newchwang, in March, 1879.

Mr. WAINWRIGHT appeared for the defendant.

The petition of the plaintiffs was as follows:—

1.—That the plaintiffs are British subjects and that the said Joseph Farbridge Holliday is the only partner in the above-named firm residing at Shanghai, and is fully and duly empowered to sue on behalf of all the members of the said firm.

2.—That the defendant is a citizen of the United States of America and is resident at Shanghai aforesaid.

3.—During the year 1879 and up to the month of September in that year the defendant was carrying on business at Newchwang in the Empire of China in partnership with one James Julius Frederick Bandinel, a British subject, as merchants and commission agents under the style or firm name of Knight and Company.

4.—In the said month of September, 1879, the said firm of Knight and Company ceased to exist, and a new firm styled Knight, Bandinel and Company commenced to do business at Newchwang aforesaid.

5.—On the 10th day of August, 1880, the said James Julius Frederick Bandinel was adjudicated a bankrupt in Her Britannic Majesty's Supreme Court for China and Japan at Shanghai.

6.—During the said year 1879, the business of the firms of Knight and Company and Knight, Bandinel and Company was conducted by the said James Julius Frederick Bandinel at Newchwang aforesaid, and the defendant was residing at Shanghai aforesaid, and was in communication with the said James Julius Frederick Bandinel.

7.—On or about the 13th March, 1879, the plaintiffs wrote a letter to the said firm of Knight and Company containing amongst other things the words and figures following, that is to say:—

Shanghai, 13th March, 1879.

"Per bearer we are sending you 16 B. heavy shirtings say F.F. in a diamond 2400 and also two sample pieces of white shirtings, full particulars of both of which, together with bill of lading, please find enclosed."

8.—On or about the 10th April, 1879, the plaintiffs received a letter containing amongst other things the words and figures, that is to say:—

Per s.s. *Dragon*.

Newchwang, 31st March, 1879.

Messrs. HOLLIDAY, WISE & Co., Shanghai.

Dear Sir,—Since having this pleasure on the 7th inst., we have received your valued favours of the 13th and 19th same; contents of which have our attention, and we are obliged for your consignment per *Wenchow* of F.F. in a diamond 16 bales heavy shirtings.

Your sample pieces of white shirtings have been shewn to our dealers and by early opportunity we shall report on the same.

Remittances we will shortly make you by cheque against drafts going down by bearer to the Bank.

Piece good rates have suffered from the anxiety of sellers to meet the drafts against their cargo, but we believe rates will improve after the first lot of steamers depart. We enclose sales memo.

* * * * *

We remain, Dear Sir,

Yours faithfully,

(Signed) KNIGHT & Co.

9.—On or about the 28th April, 1879, the plaintiffs wrote a letter to the said firm of Knight and Company containing amongst other things the words and figures following, that is to say:—

Shanghai, 28th April, 1879.

With regard to our heavy shirtings, if you have not already disposed of any please do not do so at Tls. 1.95; our idea is Tls. 2.30 per piece, certainly not less.

10.—On or about the 9th May, 1879, the said firm of Knight and Company wrote a letter to the plaintiffs containing the words and figures following, that is to say :—

Per s.s. *El Dorado*.

Newchwang, 9th May, 1879.

Messrs. HOLLIDAY, WISE & Co.,
Shanghai.

Dear Sirs,—We beg to acknowledge the receipt of your valued favour of the 28th ult.

Please note the Exchange of the \$25,175 was wrongly stated by us as 5%, it should be 3%.

Heavy shirtings.—We shall hold as desired, but cannot report any improvement in enquiry.

Import business has been thoroughly disorganised during the past few days by the well meant but injudicious measures of the new Taotai who intended to reform the currency, but has been compelled by the failure of several firms and general stoppage of business to virtually rescind his proclamation.

Confidence is gradually being restored, and business will probably be generally resumed in a few days.

Copper Cash per Tael, 1,504.

Bean Cakes per 10 pieces, T\$75.

Asking reference to enclosed memo. of sales.

We remain, Dear Sirs,

Yours faithfully,

(Signed) KNIGHT & Co.

11.—On or about the 19th June, 1880, the said firm of Knight, Bandinel and Company wrote and sent to the plaintiffs a letter containing amongst other things the words and figures following, that is to say.

"We beg leave to enclose copy of our account current with your good selves."

The account current therein referred to was in the words and figures following, that is to say :—

Messrs. Holliday, Wise & Co., Shanghai, in account current with Knight, Bandinel & Co., Newchwang.

1880. Cr. Tls.
June 17 By Net Proceeds 16
bales Grey Shirtings "Blue
Moon" 104 lbs. 1,468.65

1880. Dr.
June 19 To Balance 1,468.65

Net Tls. ... 1,468.65 1,468.65

1880.
June 19 By Balance Net Tls. 1,468.65

E. & O. E.

Newchwang, 19th June, 1880.

(Signed) KNIGHT, BANDINEL & Co.

The above account current was accompanied by an account sales in the words and figures following, that is to say :—

Account Sales of 16 bales Grey Shirtings ex British steamer *Wenchow* 29/3/78 from Shanghai by order and for account and risk of Messrs. Holliday, Wise & Co. there.

FF 2,361 2,400 16 bales Grey
Shirtings 104 lbs. "Blue
Moon" 799 pieces at Tls. 1.90
per piece 1,518.10
Less allowance for damage 6.50

1,511.60

Charges—

Landing and Storage 8.79
Fire Insurance 1% 3.80
Commission 2% 30.36

42.95

Net Tls. ... 1,468.65

E. & O. E.

Newchwang, 17th June, 1880.

12.—On or about the 9th July, 1880, the plaintiffs wrote and sent to the defendant a letter in the words and figures following, that is to say :—

Shanghai, 9th July, 1880.

F. P. KNIGHT, Esq.,
Shanghai.

SIR,—Mr. Bandinel having placed the books of Messrs. Knight, Bandinel & Co. in the hands of his creditors here, we have

been able to trace the history of 16 bales Shirtings we consigned in March, 1879 to Messrs. Knight & Co. The books shew that although we have placed a limit of Tls. 2.30 per picul on our goods they were sold on 22nd June, 1879, at Tls. 1.90 per piece and paid for during the next month, but we got no advice whatever of this, nor did we hear again about the goods until the other day, when Messrs. Knight, Bandinel & Co. handed us an account sale at Tls. 1.90 per piece and stated their inability to remit us the amount at our credit. We refrain from expressing an opinion here as to the aspect the affair bears; suffice to say that we of course repudiate the transaction as at Tls. 1.90 per piece, and as you were still a partner in the firm of Messrs. Knight & Co. when the goods in question were shipped to Newchwang we have to ask you to be good enough to pay us at once the equivalent of the amount of Newchwang Tls. 1,781.2m. 1c., as per statement enclosed. Failing your immediate compliance with this request we shall at once proceed to take such legal steps as may be necessary to protect our interests.

We remain, sir,

Your obedient servants,

(Signed) HOLLIDAY, WISE & Co.

And at the same time the plaintiffs sent to the defendant a corrected account sales, and a statement of account in the words and figures following, that is to say :—

Corrected Account Sales of 16 bales Grey Shirtings, ex British ship *Wenchow*, 28/3/79, from Shanghai, by order and for account and risk of Messrs. Holliday, Wise & Co.

FF 2,361 2,460 16 bales 104
lbs. Grey Shirtings 799
pieces at Tls. 2.30 per piece 1,837.70
Less allowance for damage 6.50

1,831.20

Charges—

Landing and Storage 8.79
Fire Insurance 1% 4.58
Commission 2% 36.62

49.99

Newchwang Tls. ... 1,781.21

F. P. KNIGHT, Esq.

Dr. to HOLLIDAY, WISE & Co.

Debit Note—Proceeds of 16 bales of Grey Shirtings as per accompanying account sales N. Tls. 1,781.21

E. & O. E.

Shanghai, 9th July, 1880.

13.—On or about the 10th July, 1880, the defendant wrote to the plaintiffs a letter in the words and figures following, that is to say :—

Shanghai, 10th July, 1880.

Messrs. HOLLIDAY, WISE & Co.,
Present.

DEAR SIRs,—In reply to your letter of yesterday's date, I beg to inform you that I shall in no way repudiate your just demand against me in satisfaction of your claims against the firm of Knight & Co., Newchwang, my connection with which ceased only in September 1879. Neither shall I resist any just legal proceedings you may feel compelled to take, in order to secure your good selves in the premises.

On the other hand while I regret that I cannot give you security for N. Tls. 1,781.21 at the moment, I shall think it my duty to explain to you my position, and my hopes of meeting your claim at no very distant day.

I am, dear Sirs,

Yours faithfully,

(Signed) FRANCIS P. KNIGHT.

14.—On or about the 25th July, 1880, the plaintiffs received a letter containing amongst other things the words and figures following, that is to say :—

Shanghai, Saturday evening.

My Dear HOLLIDAY,—I am most sorry that Mr. Bandinel's creditors are so obdurate, I shall ever, under any and all circumstances feel so.

That you desire a judgment against me is perhaps wise, and I shall confess it promptly.

Yours faithfully,

(Signed) FRANCIS P. KNIGHT.

15.—The said goods were sold by the said firm of Knight and Company at a price below the limit given by the plaintiffs and such sale

was made without the knowledge or consent of the plaintiffs, and contrary to their instructions.

16.—The said goods having been sold by the said firm of Knight and Company the net price, to wit, the sum of Newchwang Tails 1,468.65 was received by the said firm from the purchasers of the said goods on the 29th July, 1879, and although the said goods were sold on the 22nd June, 1879, and the said firm made out and sent to the plaintiffs in the said month of July, 1879, an account purporting to be a complete account closed to a point between the plaintiffs and the said firm at which time the said goods had been sold as aforesaid yet no mention was made in the said account of the fact that the said goods had been sold, or of the price thereof.

17.—Although the said goods were sold as aforesaid and the price received as aforesaid on the said 29th July, 1879, yet the said firm of Knight and Company gave no information to the plaintiffs of the fact of such sale having been made until the month of June, 1880, when the said firm of Knight, Bandinel and Company stated their inability to pay their liabilities.

18.—The plaintiffs by their letter of the 28th April, 1879, in the 9th paragraph herein referred to gave the said firm the limit at which the said goods might be sold and the plaintiffs have never withdrawn the said limit nor authorised the sale of the said goods at the price at which the said goods were actually sold as stated in the 11th paragraph herein referred to nor at any other price below the said price of Tails 2; mace 3 per piece. And the plaintiffs therefore claim the sum of Newchwang Tails 1,781.21, as shown in the statement in paragraph 12th herein set out.

DEFENDANT said—Before reading my answer to the petition I think I may, in common justice to myself, ask your Honour to listen to a few words bearing upon this case. I had contemplated filing an affidavit explaining, in a way I should hope satisfactory to all concerned, my position in relation to Mr. Bandinel's affairs, but I am advised that this is not the time for taking such a step. I have now only to say, that as unfortunate and disadvantageous to me as my absence from Shanghai during Mr. Bandinel's examination in August has undoubtedly proved, that my departure was taken, first, on the positive assurance that my presence here would not be needed; and, second, that my main object in proceeding to the North was, if possible, as I believed my creditors were aware, to arrange some business with a view of meeting their claims and thus avoiding the necessity of taking these comparatively simple proceedings.

Mr. WAINEWRIGHT said that he could endorse all that Mr. Knight had just said about his going away from Shanghai at the time spoken of. Mr. Knight consulted him about it more than once, and he believed at the time that this course of action would tend to the advantage and not to the prejudice of the creditors. He (Mr. Wainwright) would now read the defendant's answer to the plaintiff's petition.

Mr. WAINEWRIGHT then read defendant's answer as follows :—

1.—That he admits the truth of the allegations contained in the first, second and third paragraphs of the plaintiffs' petition.

2.—That with reference to the fourth paragraph of the said petition he says that in the month of September, 1879, the partnership between himself and James Julius Frederick Bandinel mentioned in the said petition was dissolved and that thenceforth the said James Julius Frederick Bandinel carried on business alone under the style or firm of "Knight, Bandinel and Company" and that the defendant had no interest in such last-mentioned business.

3.—That he admits the truth of the allegations contained in the fifth and sixth paragraphs of the said petition.

4.—That he has no recollection of ever having seen and believes that he never has seen the letters and accounts mentioned in the seventh, eighth, ninth, tenth and eleventh paragraphs of the said petition, but he has no reason to doubt and does not deny that the same letters and accounts are respectively correctly set forth in the said petition so far as they purport to be set forth therein.

5.—That he admits the truth of the allegations contained in the twelfth, thirteenth and fourteen paragraphs of the said petition.

6.—That with reference to the several facts and circumstances mentioned in the fifteenth, sixteenth, seventeenth and eighteenth paragraphs of the said petition he says that the sale therein referred to was made and the account therein referred to was rendered in his absence from Newchwang and without communication with him and without his knowledge.

7.—That he does not deny his liability to pay to the plaintiffs the sum of one thousand seven hundred and eighty-one Taels two mace one candareen Newchwang Sycee claimed by them, and he is willing that judgment shall be entered up against him for the said sum together with such interest and costs as this Court shall think fit to award.

Mr. WAINWRIGHT said that his client virtually confessed judgment for the claim preferred against him and it was for the Court to decide on the points of interest and costs. He would observe, however, that the plaintiffs asked for interest at the rate of ten per cent., and he thought that eight per cent. was the usual rate of interest in Shanghai.

His HONOUR said that if judgment were confessed, it would be necessary for the Court to grant the plaintiffs' petition in this respect unless the point were gone into.

Mr. WAINWRIGHT said that would not be worth while.

His HONOUR said that judgment then would be delivered as prayed for with costs.

MIXED COURT.

Shanghai, 15th October.

Before the Chinese Magistrate CHEN, and
W. R. CARLES, Esq., *British Assessor.*
Civil suit.

Mr. Miller appeared on behalf of Mr. George Martin with regard to the adjourned suit brought by that gentleman against Chu Tzu-chin to recover the sum of Tls. 2,000 of which he was said to have been deprived by unlawful means. Mr. Miller said that the account of the case that had appeared in the *Shenpao* was incorrect. The case was again remanded for the attendance of a witness for the defence.

A man was fined 20 cents for exploding fire-crackers in the Woosung Road on the previous evening.

Thefts.

A man who was caught in the act of stealing four pieces of firewood from a boat was sent to prison for a week.—A native who had been remanded from the 6th inst. on a charge of stealing some clothing and some implements for smoking opium from an opium-shop, received a sentence of a month's imprisonment.

Creating a Disturbance.

Two men were sent to gaol for a month and a fortnight respectively for making a disturbance in a Chinese theatre, and assaulting a foreign watchman and a native constable.

18th Oct.

Before the Chinese Magistrate CHEN, and
J. R. COULTHARD, Esq., *British Assessor.*
Cutting and Wounding.

A native of Tientsin was brought up charged with wounding another man from the same city in the Wuhu Road. It appeared that the prisoner asked the complainant for some money, and on his declining to furnish the sum desired, he took up a chopper from a fruit-stall that stood conveniently near, and inflicted a somewhat severe wound just behind the shoulder. He will spend the next three months in the Municipal gaol.

A man, believed to be demented, appeared before the Court charged with assaulting a number of persons with a short thick stick in the Yangtzepoo Road. He had attended the Court on a previous occasion charged with breaking windows with the same implement. He was remanded until Wednesday so that his mental condition might be enquired into.

Thefts.

A native of Soochow was sent to prison for two months for stealing a silk waistcoat, with three gold buttons, from the house of the prosecutor in Fokkien Road, on the occasion of the fire that recently occurred in that street. The value of the articles in question was \$17.—A Chinaman who stole five articles of the total value of \$3, from a sampan lying at the Kiukiang Road jetty, was sentenced to two months' imprisonment.—A "boy" in the employ of a foreign gentleman, abstracted two silver napkin rings a short time since, and gave them to a friend to pawn. Thinking that these rings might be missed on Sunday, on the previous day he handed a plated mug to his friend to take to the pawnshop in exchange for the rings. The police had been communicated with, and they caught the friend in the act of handing the mug to the pawnbroker. The case was remanded till Wednesday.

Unlawful Entry.

A native of Tsing-poo was charged with entering a house in Soochow Road with intent to steal. Several things had been missed from the house, and a man was put to watch it. He saw the prisoner enter and caught him. The prisoner will pay a visit of two months' duration to the Municipal gaol.

A jiriksha-man was found in possession of a jacket belonging to a petty officer of the English navy. He was remanded till Wednesday for enquiries to be made as to the ownership of the garment.

20th October.

Before the Chinese Magistrate CHEN, and
W. R. CARLES, Esq., *British Assessor.*

A jiriksha coolie, who was brought up on remand, having been arrested in possession of a coat belonging to a petty officer of H.M.S. *Vigilant*, was discharged. The owner of the garment appeared and identified it. He said that on Sunday night he was intoxicated, and lost his coat, but he thought that he had left it in the man's jiriksha. He certainly had no recollection of having been robbed.

Thefts.

Two men were brought up on remand charged with stealing two napkin rings and a mug, the property of a foreign gentleman, under circumstances mentioned in our issue of Tuesday. No prosecutor appeared, but one of the prisoners was sent to gaol for two months, and the other was fined \$2, the amount for which the rings had been pawned.—A Chinaman was sent to prison for two months for stealing a silk jacket worth \$6.—A fortnight's imprisonment was awarded to a man for stealing several pounds of raw cotton from a field.

Street disturbance.

Two men were brought up charged with fighting in a street. It appeared that the altercation arose out of a gambling transaction, and that one of the combatants was a tout for a stall used for gambling purposes. This individual was ordered to wear a cage for a month; the other was released.

Mr. Lindsay applied for a summons against the Ying Fung bank in Nanking Road to recover the sum of Tls. 234, the value of certain bills of different amounts. The summons was issued and the case will come on for hearing to-morrow.

Chên Sieh-t'ang, one of the defendants in the recent "gambling case," paid the fine of \$50 which had been inflicted on him, and was released after having given security for his future good behaviour.

Extracts.

CHINESE IN THE COLONIES.

An intelligent Chinese correspondent informs the *Cooktown Herald* that there are now nearly 100 of his countrymen at work on the Chinese sugar plantation between Cairns and Port Douglas; that sites are being marked out

for more ambitious dwellings than the ordinary Chinese hut, and that in about six months at least ten Chinese ladies are expected to join their lords. A large influx from the Flowery Land is expected next year, the new arrivals bringing with them their native seeds, plants, furniture, and other adjuncts of a permanent settlement. Several merchant mandarins in Melbourne and Sydney are waiting the result of the first season's crop before embarking in other ventures of a like nature. If we mistake not this is the thin edge of a very thick wedge.

At a meeting of the Furniture Manufacturers' Association, held at Sydney on the 9th September, in the Trades' Hall, Mr. N. Melville, a member of the New South Wales Legislative Assembly, delivered an address on the Chinese question. Mr. Samuel Bennett was in the chair. Mr. Melville gave a rapid sketch of the Chinese in New South Wales from their first introduction. He stated that they were gradually supplanting Europeans in various trades, and undertook such positions as nursemaids, shepherds, carpenters, cabinet-makers and others. They had now their own furniture warehouses and supplied the public; and had their own groceries with European employes serving behind their counters. He strongly condemned the action of the subsidised mail steamers of the Torres Straits line in employing Chinese and coolies. He stated that he deemed the treaty between England and China debarred the colonies from passing laws for the exclusion of the Chinese. He deprecated granting them the franchise, for they would never become permanent colonists. A vote of thanks was awarded to Mr. Melville for his address, which was frequently applauded during delivery.

THE LATE GENERAL BROOKE.

The gallant Brigadier-General Brooke was slain while carrying Captain Cruickshank, of the Royal Engineers, wounded, to the rear. Both were killed. General Brooke was himself wounded when a captain, and was wounded in the presence of the General in command—Sir Robert Napier, now Lord Napier of Magdala. He himself related to us last year how he, at that time an A.-D.-C., was standing by the General's side, watching the progress of the assault on the Taku forts. The General was looking at the operations through an opera-glass, making from time to time an observation as to the way things were going. Suddenly a ball struck the A.-D.-C., who fell down right beside the General. The latter never removed the glass from his eyes, or took the slightest notice of the incident; he continued his scrutiny of the operations of the storming column, and addressed his remarks to some one on the other side of him. "It raised my opinion of Napier greatly," said General Brooke, "it showed how perfectly master of himself he was; he rather liked me, and I am sure he was sorry I was hit, but there was no use in his stooping down to help me—he knew there were others about to do all that—and he would not distract his attention for an instant from the real business he had in hand. Napier was a very fine fellow—perfectly cool under fire; indeed, quite indifferent to it!" This perfect indifference to danger was in General Brooke's opinion a very rare quality—one much more rare than is supposed by those who derive their notions of these things from the rhetorical phrases to be read in the histories of battles. "I never knew half-a-dozen men," said he, "of whom it could with truth be said that they were quite indifferent to shot and shell; I know I am not. Of course men do their duty. They have no idea of running away; but there are very few who do not feel that it would be as well if all were comfortably over. Lord Clyde was one of the men who might be said to be free from this feeling; yet on one occasion when a shot passed close overhead and a young officer suddenly stooped, he involuntarily followed the example and stooped too. He fiercely reprimanded the officer for showing any emotion when the shot went past, saying 'You see, sir, your

folly has made me do what I never did before in my life! Most men would do instinctively what the subaltern did until they learnt to disregard the noise of a shot past one's head, danger from which is of course over before anyone has time to stoop; it is only with the few like Lord Clyde that the instinct of danger is non-existent from the first." General Brooke had no desire whatever to pose as a fire-eater, but he was sincerely desirous of getting an opportunity of serving the State in this war, and it was not the less honourable to him, seeing that he by no means ignored the fact that duty and danger are synonymous in the field. Nor is it the less to his honour that his deliberate approval of the admirable self-command displayed by Lord Napier of Magdala in regard to himself when severely wounded, did not in the least influence his own action when he saw Captain Cruickshank wounded and in danger. He perished in the attempt—unhappily unavailing—to carry the wounded captain back to a place of safety. The death of Brigadier-General Brooke in this obscure sortie is a loss which all who knew his worth and his fine soldierly qualities bitterly deplore. But if "all unavoids is the doom of destiny" what fate is nobler than that of a General who lays down his life in the endeavour to save that of a wounded comrade? The war has given us some dreary incidents, but it has also afforded us some beautiful examples of devotion to duty and splendid bravery and self-sacrifice.—*Bombay Gazette.*

THE SUZ CANAL.

The Consular Report upon the traffic through the Suez Canal in 1879 has been published. The total number of vessels which passed through was 1,477, with a net tonnage of 2,263,340, and the canal dues paid amounted to 29,551,590 francs, or not quite one million and a quarter sterling. The traffic has declined ever since 1877, and that is attributed to the depressed state of commerce generally. Acting Consul Wolff believes that there is little doubt of the traffic augmenting with the revival of trade and commerce. What the traffic would have been worth but for the British troops it is hard to say; but of the 82,135 passengers who passed through the Canal both ways, 26,249 were British troops; 13,339 were foreign troops, mostly French,

Dutch, and Ottoman; 12,670 were pilgrims; and of the remaining 29,877 who were civilians, 598 were unfortunate Russians on the way to exile in a distant land. Port Said is suffering from want of communication with the interior, and the Consul advocates a railway or canal connecting the harbour with the Nile somewhere near Damiatta. The import of coal into Port Said showed a slight increase of 5,000 tons; and the export of cotton-seed a decrease, owing to the ravages of a high Nile. The British population of 405 in this town of 12,332 inhabitants consists almost entirely of Maltese, who are employed in the workshops and depôts of the Canal Company. The Consul complains of the inability of the police and coastguard to check the smuggling, which is mostly in prohibited Greek tobacco. In the affrays between the authorities and the smugglers indiscriminate firing is indulged in, and the Consul has had to leave the verandah of his own house to avoid a stray shot in one of these encounters. As the people will have this tobacco, he suggests that the imposition of a reasonable Customs duty would put an end to the present illegality, and also prove remunerative to the Egyptian Government. As above stated, the tonnage of vessels passing through the Canal in 1879 was 2,263,340; of that amount 1,752,380 was British, 181,696 French, 115,964 represented vessels on their way to the Dutch colonies in the East Indies; the Italian, Austrian, and Spanish commerce was represented by tonnage ranging from 40,000 to 70,000; and all other nations ranged from the 14,875 of the Germans down to the 2,872 of the Turks.

Clippings.

The San Francisco *Journal of Commerce*, of 17th June, says:—"It is rumoured on good authority that certain capitalists here are about to build what will be the foundation of a fleet of iron war steamers for the Japanese Government, which will cost many millions of dollars, and that the iron will be mined and rolled here. The money will assume the shape of a loan at a good rate of interest to be carried by Japan. So that this important enterprise is, perhaps, the commencement of

making San Francisco, like London, Paris and Frankfort, one of the loan and financial centres of the world; and like the Clyde—one of its great ship-building centres. There is no reason why San Francisco should not become a great ship-building centre for this western portion of the world, and for eastern Asia; now that a start is about to be made, there is every probability that it will be." Referring to the above, the *Japan Gazette* says:—"There is a strong inclination on the part of all Japanese to go to the dearest markets, but their desires are not so extravagant as to induce them to borrow money and build ships in San Francisco."

A San Francisco paper has the following:—"The departure of the Japanese corvette *Tsukuba Kan* from our harbour was marked by a ceremony in keeping with the delightful social gatherings on board the vessel during her stay here, and showed an appreciation of the courtesies shown our visitors by the people of San Francisco. When the anchor was weighed and all was in readiness for the signal bell to the engineer to go ahead, the yards were manned by the sailors in their dress uniforms. At the same instant as they were in their white suits gathered on the yards, hundreds of flags of every size and description and brilliancy of colour appeared as if by magic on every point on the ship where a flag could be attached. Strings of them extended from the deck to the tops of the masts and from the spars. The officers and cadets formed on deck, the drums beat, bugles sounded, and a ringing cheer was given as the vessel started, and the cheers were repeated as the *Tsukuba* ploughed her way out of the Golden Gate. The Japanese Consul Mr. Yanagis, with Madame Yanagis, Mr. Nasse, Mr. Morta, Dr. Hatay and Miss Emma Pierson, accompanied the vessel to Harbour View on a tug."

PRICE OF THE NORTH-CHINA HERALD and S. C. & C. GAZETTE.—Per Annum, Taels 12; Six Months, Taels 6.50. Three Months, 3.50—all payable in advance. Credit price, Tls. 13.15 per Annum; Subscriptions will be considered as renewed unless notice to the contrary be given before the expiry of the current term.

OPIMUM

RETURN FOR WEEK ENDED 9TH OCTOBER, 1880.

IMPORTED	MALWA.		PATNA.		BENARES.		PERSIAN.	
	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.
Imported and stored on board Receiving Vessels	955	955.00	89	106.80	154	184.50	96	96.00
Returned from shore on board R. Vessels	..	..	..	..	..	..	..	..
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	3	3.00	..	..	..	..	..	..
Landed direct	..	..	..	..	..	..	..	..
Total	958	958.00	89	106.80	154	184.50	96	96.00
Landed from Receiving Vessels and intended chiefly for Local consumption	19½	19.50	128	153.60	107	128.40	3½	8.50

RE-EXPORTED from board Receiving Vessels:—

Description.	Chinkiang.	Wuhu.	Kiukiang.	Hankow.	Chefoo.	Tientsin.	Newchwang.	Ningpo.	Wenchow.	Foochow.	Hongkong.	Total.
	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.	Chts. Wght.
Malwa	101½ 101.60	45½ 45.60	47½ 47.50	38 38.00	72 72.00	67 67.00	42 42.00	76 76.00	.. ..	16 16.00	.. ..	506½ 506.60
Patna	9 10.80	1 1.20	.. ..	12 14.40	.. ..	.. ..	1 1.20	7 8.40	1 1.20	.. ..	.. ..	31 37.20
Benares	39 39.80	.. ..	.. ..	.. ..	.. ..	.. ..	3 3.60	15 18.00	.. ..	.. ..	.. ..	67 63.40
Persian	23 23.00	5 5.00	.. ..	.. ..	3 3.00	21 21.00	.. ..	2 2.00	.. ..	.. ..	6 6.00	95 65.00
Tukey .....	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Total	172½ 182.10	51½ 51.70	52½ 52.50	50 52.40	75 75.00	88 88.00	46 46.80	100 104.40	1 1.20	16 16.00	6 6.00	688½ 676.10

COMMERCIAL INTELLIGENCE.

SHANGHAI, 20TH OCTOBER, 1880.

PIECE GOODS.—Stagnation has been the general complaint again, and there are so far no signs of the Autumn demand setting in with its usual vigour; no one can tell exactly to what the dull business is due, but it is put down to the increasing anxiety amongst the Chinese, that the dispute with Russia is not settled, as was lately so confidently announced by the telegrams from Europe; unless peace is settled and before long, it is generally expected that purchasers will be as sparing as possible in their investments this season.

The River Port trade appears to be the worst at present, for the Tientsin buyers have been taking a few goods, and consequently for what they have had to buy prices have been fairly maintained, but in most goods, quotations have to be again lowered. White Shirtings and American goods have been selling fairly well, and prices are steady, but 8½-lbs. Shirtings, T-Cloths, and English Drills have been neglected, and prices are mostly lower.

Japan has been taking some goods again, this time chiefly heavy Shirtings for the Corea, but these are rather lower; common 8½-lbs. Shirtings, however, from their scarcity, maintain their value, and are still wanted.

Woolens are generally lower, Camlets have been selling freely, but the auction rates are no higher for most chops, and Long Ells are hopeless this season.

The *Diomed* has arrived from Liverpool.

GREY SHIRTINGS, 8½-lbs.—Sales reported are 15,000 pieces of Eagle X X X at \$1.82½, Red Peacock at \$1.68, Lion P P P at \$1.61, Red Anchor at \$1.54, Maggie at \$1.51, Lion and Flag No. 2 at \$1.48½, Fan at \$1.48, Gold Elephant at \$1.36.

Of above, the majority were settled before last mail left, and since then there has been a little demand for goods for Tientsin, but the demand generally has been of a limited nature, common goods are still wanted for Japan, but although very scarce, prices do not improve, and other qualities at auction are lower; medium and fine qualities are hardly saleable except at lower rates, but holders of the best are pretty firm. Manchester advices report a firm market.

7-lbs.—2,000 pieces Lie Eagle were sold last week at \$1.14, but there is seldom any demand for the weight.

6-lbs. continue scarce and are saleable.

9.12-lbs.—Sales reported are 6,500 pieces of Tae-ho Stag at \$2.28, Red Mandarin at \$2.22, and Red Stag at \$2.15.

A demand set in from Japan, and a fair quantity of goods are going over there this week (for the Korean market), prices are slightly easier.

T-CLOTHS, 7-lbs.—Sales reported are 5,500 pieces of Woman No. 1 at \$1.42½, Blue Anchor at \$1.40, Silver Dragon at \$1.37, Silver Fish at \$1.16½.

Best qualities have been selling, but common Mexicans are quite neglected, are declining at the auctions, and not saleable privately. Common counts fall rapidly at the auctions, and the supplies forced off are far in excess of the demand.

8-lbs.—The demand has fallen off, but stocks are not heavy, and prices nominally the same.

6-lbs. have not been asked for.

WHITE SHIRTINGS.—Sales are 10,350 pieces of Tae-ping Eagle at \$1.95, Blue Stag at \$1.87½, Gold Dragon at \$1.87, Red Monster at \$1.86½, and Two-Peacock at \$1.54.

64-reed have been in steady demand for the North, a portion of the above were settled before last mail, but purchases still continue.

DRILLS.—Of English, sales are about 2,000 pieces of Levita's Dragon at \$2.00, and ordinary 14-lbs. at \$1.84.

There has been very little demand except for a few goods for Newchwang, and prices are still rather weak.

Of American, 3,300 pieces sold at \$3.07½ for Woman, \$3.01 for Stag, and \$3.02½ (to arrive, for Dragon).

Very few goods are here, and prices are still rising gradually. Pepperell are much wanted, but all here have been all sold some time now.

SHEETINGS.—In English, nothing has been done.

In American, sales are 13,700 pieces, say Massachusetts at \$2.83, Indian Head, including sea damages, at \$2.81½, Lion (on same terms) at \$2.75, do. clean at \$2.77½, and Eagle IV. at \$2.49.

There has been a good demand, and prices are unaltered.

FANCY COTTONS.—180 pieces 18-in. Black Velveteens sold at \$0.13½, this width is scarce, and prices are much higher. Black Velvets are not in demand, 150 pieces 22-in. sold at \$0.15½. Cashmeres are going off at lower rates; Chintzes quiet. In Handkerchiefs nothing further is reported, Muslins are lower, and not wanted.

WOOLLENS.—Camlets have been saleable, 400 pieces sold at \$12.10 for Scarlet, and \$11.40 assorted for Two-Eagle chop, and 200 pieces Gold Lion at \$11.72½, the auction rates have been generally firm, but latterly some chops have been going rather lower. Long Ells are as dull as ever and fall steadily at the auctions. Spanish Stripes are weak, and a little lower, Medium Cloth is being cleared freely but prices are declining, and speculators are reselling at a loss. Figured and Plain Orleans are neither in demand, and prices nominal. Lastings are without change and saleable.

AUCTIONS OF WOOLLENS.

	Scarlet.	Dk. Blue.	Gentian.	Lt. Gt.	Black.	Purple.	Green.	Orange.	Mauve.	Ash & Lav.	White.	Total Sales
YUEN-FONG, 14th Oct.												
Camlets S.S.G. p. pec. \$	12.40/42½	11.05/07½	11.42½/47½	.....	.....	.....	Chafed. 11.15	.....	.....	.....	10.70	...
Sales, pcs...	80	30	60	.....	.....	.....	10	.....	.....	.....	10	190
" G.G. per pec. \$	12.47½/50	11.30	11.47½/52½	11.40/42½	10.80	11.20	11.47½/55	12.90	12.55	10.40	10.80	...
Sales, pcs...	200	50	120	20	20	10	30	20	10	10	10	500
Long Ells " per pec. \$	6.02/03	5.97/5.98	6.17	.....	5.19	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	100	60	20	.....	20	.....	.....	.....	.....	.....	.....	200
S. Stripes T.T.B. p. yd. \$	0.57½/58	0.58½	0.57½	.....	0.55	.....	0.55½	.....	.....	0.54½	.....	...
Sales, pcs...	66	12	30	.....	6	.....	6	.....	.....	6	.....	126
KIN-MING, 19th Oct.												
Camlets C.P.H. p. pec. \$	12.55/58	11.06/09	.....	.....	10.92/94	.....	.....	12.91/92	12.60	.....	.....	...
Sales, pcs...	200	200	.....	.....	50	.....	.....	20	30	.....	.....	500
Long Ells C.P.H. p. pec. \$	5.99/6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	320
Lasting, Lion per pec. \$	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" Elephant p. pec. \$	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
S. Stripes C.P.H. p. yd. \$	0.60/60½	.....	0.52.4	0.54	.....	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	48	.....	24	24	.....	.....	.....	.....	.....	.....	.....	96
E-wo, 20th Oct.												
Camlets H.D.B. p. pec. \$	12.40/45	11.02½	11.57½/60	11.30/35	10.85	.....	.....	Yellow. 10.25	.....	.....	Magenta. 11.12½	...
Sales, pcs...	120	30	60	40	10	.....	.....	10	.....	.....	10	280
" W.C.D. per pec. \$	11.97½	10.72	11.45	10.02½	10.70	.....	.....	10.00	.....	.....	.....	...
Sales, pcs...	60	20	30	20	* 10	.....	.....	10	.....	.....	.....	150
Long Ells H.D.B. p. pec. \$	5.88	.....	.....	.....	.....	.....	6.09	5.82	.....	.....	.....	...
Sales, pcs...	120	.....	.....	.....	.....	.....	20	20	.....	.....	.....	160
Sp. Stripes " p. yd. \$	0.55½	0.56	0.53½	0.53½	0.54.8	0.52.3	0.55.8	0.51	0.53	0.45½/48½	0.52.3	...
Sales, pcs...	48	6	24	6	6	6	6	+ 18	6	12	6	150
MISCELLANEOUS.												
Sp. Stripes, Horse p. yd. \$	0.54/54.1	56.3/56.8	0.53½/53.6	.....	.....	0.53.7/53.8	0.53½	0.48.8	0.55½/56.8	0.47.4	.....	...
Sales, pcs...	228	* 24	48	.....	.....	\$ 12	|| 6	@ 12	* 18	12	.....	360
Long Ells U.U. per pec. \$	5.91	.....	.....	.....	.....	.....	6.10	.....	.....	.....	.....	...
Sales, pcs...	200	.....	.....	.....	.....	.....	80	.....	.....	.....	.....	280
Camlets U.U. per pec. \$	.....	.....	11.32½	10.90	.....	.....	.....	.....	.....	.....	10.50	...
Sales, pcs...	.....	.....	10	10	.....	.....	.....	.....	.....	.....	10	30

* 6 pcs. Green. + Brown. ‡ 3 pcs. Black. § 6 pcs. White. || 3 pcs. Black. @ 6 pcs. Green. ¶ 6 pcs. Brown.

AUCTION SALES OF COTTON GOODS—

Total.

" Yuen-fong."—14th instant—

GREY SHIRTINGS—8½-lbs. Two-Man at \$1.31½ to 1.31½—700 pcs.; Lie Eagle at \$1.29½—750 pcs.; House (mildewed) at \$1.29½ to 1.29½—700 pcs.; Heart at \$1.73 to 1.73½—500 pcs.; Two-Rams at \$1.71½—250 pcs.; 9.12-lbs. Red Man and Gun at \$2.15½—250 pcs.; ditto 10-lbs. at \$2.17½—500 pcs. = 3,650 pcs.

T-CLOTHS—7-lbs. Red Lighthouse at \$1.18½—250 pcs.; Blue Lighthouse at \$1.10½—750 pcs.; Blue Man and Gun at \$1.13—500 pcs.; Red Man and Gun at \$1.18—500 pcs.; Two-Man at \$0.87½—1,000 pcs.; Camel at \$0.77½ to 0.78—500 pcs.; Woman at \$0.73½—1,500 pcs.; ditto Ram at \$1.18½—250 pcs. = 5,250 "

6-lbs. House at \$0.73 to 0.73½—500 pcs. = 500 "

WHITE SHIRTINGS—64-reed Blue Lighthouse at \$1.62½—1,000 pcs.; ditto Black Man and Gun No. 1 at \$2.34½—250 pcs.; Black Man and Gun No. 2 at \$1.57½—250 pcs.; Black Man and Gun No. 3 at \$1.23½ to 1.23½—250 pcs. = 2,000 "

DRILLS—14-lbs. Dragon at \$1.79½—500 pcs. = 510 "

JEANS—8-lbs. Peacock at \$1.37½; 15-lbs. Sheetings Dragon at \$1.88—500 pcs. = 440 "

WHITE MUSLIN—Green Man and Gun at \$0.48½—600 pcs. = 600 "

"Tseang-tae."—18th instant—		Total.
GREY SHIRTINGS—8½-lbs. Red Pagoda, at \$1.66½ to 1.67½—1,250 pcs.; Blue Cormorant at \$1.66 to 1.67½—500 pcs.; ditto 9.12-lbs. Horse Head at \$2.16½—250 pcs.		= 2,000 pcs.
T-CLOTHS—7-lbs. TTX at \$1.12½ to 1.12½—1,450 pcs.; ditto Blue Tree at \$0.90 to 0.92—500 pcs.; Blue Lion at \$0.99—500 pcs.		= 2,450 "
"Nie Kee."—19th instant—		
TURKEY RED CAMBRICS—2½ to 3-lbs. Fisherman at \$1.40½ to 1.55½		= 597 pcs.
TURKEY RED T-CLOTHS—4½ to 4½-lbs. Gold Horse and 4½ to 5½-lbs. Watch at \$2.46; 4½-lbs. Green Jar at \$2.39½; Gold Jar at \$2.17 (damaged)		= 221 "
"King Ming."—19th instant—		
GRAY SHIRTINGS—8½-lbs. Green Lion at \$1.41½ to 1.42½; Blue Lion at \$1.49½ to 1.49½		= 1,400 pcs.
T-CLOTHS—7-lbs. Sun at \$1.19½		= 1,000 "
WHITE SHIRTINGS—Green Lion at \$1.64 to 1.64½		= 350 "
"E. Ho."—20th instant—		
GREY SHIRTINGS—8½-lbs. Red Dragon at \$1.57½; ditto Green Dragon at \$1.68—250 pcs.; Black Dragon at \$1.44½ to 1.45—500 pcs.; Yellow Dragon at \$1.35—250 pcs.; 7-lbs. Black Dragon at \$1.23½—300 pcs.; Yellow Dragon at \$1.20 to 1.20½—300 pcs.		= 2,100 pcs.
T-CLOTHS—8-lbs. Red Dragon at \$1.40 to 1.40½; ditto Black Dragon at \$1.37—500 pcs.; 7-lbs. Green Dragon at \$1.21—300 pcs.; Red Dragon at \$1.13½ to 1.13½—300 pcs.; Black Dragon at \$1.09½—300 pcs.		= 1,400 "
DRILLS—14-lbs. Dragon at \$1.80½ to 1.82½		= 240 "
TURKEY RED CAMBRICS—2.2 to 2½-lbs. Gold Lion at \$1.40 to 1.34½		= 630 "
TURKEY RED MUSLINS—\$0.61		= 200 "
SONDRY AUCTIONS—		
TURKEY RED CAMBRICS—2-lbs. Gold Dragon at \$1.29½; Ship 2-lbs. at \$1.25 to 1.27		= 1,500 pcs.
GREY SHIRTINGS—8½-lbs. (damaged) Eagle at \$1.97½ to 1.98; ditto 9.12-lbs. (damaged) Eagle A at \$2.21½		= 1,000 "
T-CLOTHS—7-lbs. Horse at \$0.74½; ditto Stag at \$1.22½; ditto Tiger at \$1.04½		= 725 "
DUTCH SHIRTINGS—(Damaged) at \$2.40		= 90 "
CASHMERE—Monster at \$1.61 to 1.67½		= 1,865 "
DAMASES—do. at \$3.10		= 200 "

ARTICLES.		QUOTATIONS.		ARTICLES.		QUOTATIONS.	
Cotton Piece Goods.				Cotton Piece Goods.			
G. E. GREY SHIRTINGS—		T.m.c.	T.m.c.	BROAD CLOTH—		T.m.c.	T.m.c.
38½ yds. 39 in. 6-lbs. per piece		1.11	@ 1.13	English, 88, 59 yds. 31 in. Assorted, per piece		11.25	@ 12.00
7-lbs.		1.12	" 1.40	LONG ELLS—			
8½ to 8½-lbs.		1.30	" 1.81	Scarlet, 24 yds. 31 in. 12-lbs. per piece		5.60	" 6.50
Dewhurst XX nom.		1.80	"	Assorted nom.		5.50	" 6.50
9 to 9½-lbs. nom.		1.80	" 1.90	LASTINGS, 30 yds. 31 in. per piece		8.00	" 11.50
9.12 to 10-lbs. common quality		2.10	" 2.20	GRAPE LASTINGS, 30 yds. 31 in. Asst.		3.20	" 6.50
best quality		2.25	" 2.60	LUSTRES, Assorted nom.		2.70	" 3.25
G. E. WHITE SHIRTINGS—				ORLEANS, Figured, 30 yds. 30 in. Asst.		2.90	" 3.70
40 yds. 36 in. 56 reed		1.40	" 1.60	Plain, 30 yds. 31 in. Black. nom.		3.00	" 3.30
60 reed nom.		1.55	" 1.80	Metals and Sundries.			
64 reed		1.60	" 1.80	JAPAN COPPER—Slabs per picul		15.25	" 16.00
64 reed best		1.80	" 1.90	Ore		4.50	" 14.80
66 to 72 reed		2.00	" 2.25	QUICKSILVER		45.00	"
best		2.30	" 2.70	TIN PLATES—14 x 10 per box		4.20	" 4.50
AMERICAN DRILLS—				STEEL per picul		3.10	"
40 yds. 30 in. 14-lbs.		2.95	" 3.07½	Bamboo		3.10	" 3.30
AMERICAN JEANS—				TIN, Fung Hing		21.50	"
30 yds. 30 in. 6½ to 8-lbs.		2.10	" 2.30	Quang-dia		20.50	"
AMERICAN SHEETINGS—				Fok Chok		20.75	" 21.00
40 yds. 40 in. 14-lbs. best		2.80	" 2.87½	HOOF IRON		2.50	" 2.60
ENGLISH DRILLS—				PIO IRON per ton		16.00	" 18.00
40 yds. 30 in. 14 to 15-lbs.		1.80	" 2.00	IRON WIRE, Nos. 11 a 14 per picul		4.30	"
best		2.25	" 2.75	" " 11 a 21		4.40	"
ENGLISH JEANS—				" " 15 a 25		5.20	" 5.60
30 yds. 30 in. 8-lbs.		1.30	" 1.80	IRON—Nail Rod—			
ENGLISH SHEETINGS—				Dawes' Best per picul		1.85	" 1.95
40 yds. 40 in. 14 a 16-lbs. per piece		1.90	" 2.20	H. Rogers, Sons & Co.		1.80	" 1.90
DUTCH DRILLS—				M.M. Crown		1.80	" 1.85
30 in. 40 yds.		2.15	" 2.32½	Belgian		1.70	" 1.75
DUTCH JEANS—				Flat and Round nom.		1.70	" 1.75
30 in. 40 yds.		1.60	" 1.97½	Do. Belgian		1.50	" 1.60
T-CLOTHS—				LEAD, common brands per picul		4.30	" 4.40
6-lbs. 24 yds. 32 in. Ordinary, ...per piece		0.73	" 0.92	LB		4.45	" 4.50
7-lbs.		0.74	" 1.05	SUGAR—Black, common per picul		2.90	" 3.30
7-lbs. Mexican		1.02	" 1.50	Formosa		3.30	" 3.60
8 a 8½-lbs. 36 in.		1.30	" 1.65	White, No. 1		6.50	" 6.70
XX and best		1.70	" 1.90	" No. 2		6.20	" 6.30
HANDKERCHIEFS, Blue, 28 in. to 32 in. per doz.		0.43	" 0.55	" No. 3		5.40	" 5.70
Brown, 28 in., nom.		0.43	" 0.45	Candy		7.30	" 8.00
GENTIAN SHIRTINGS per piece		2.00	" 2.40	PEPPER—Black		8.00	" 8.50
BROCADES, White, 40 yds. 36 in., ...		1.95	" 2.05	White		7.00	" 12.00
Dyed, Assorted		2.30	" 2.60	RATTANS—Common per picul		2.20	" 2.60
DAMASKS, Assorted, 40 yds. 26 in., nom. per piece		3.50	" 4.00	Good to fine		3.00	" 4.00
CHINTZ, Assorted, 28 yds. 28 in.		1.00	" 1.35	Best		4.50	" 5.00
Blue		1.13	" 1.23	SAPAN WOOD—			
Brown nom.		1.20	" 1.35	3 pieces to the picul per picul		2.30	" 2.50
Scarlet nom.		1.30	" 1.50	6 & 7 " " & inf.		1.50	" 1.70
TURKEY REDS, 24 yds. 32 in. 2 to 3-lbs.		1.05	" 1.60	SANDALWOOD, South Sea		9.50	" 10.75
VELVETS, Black, 22 in. per yard		0.15	" 0.17	Timor		3.50	" 4.00
VELVETEENS, Black, 18 in.		0.13	" 0.15	Malabar		16.00	" 19.00
26 in.		0.16	" 0.20	WINDOW GLASS—			
MUSLINS, 12 yds. 42 in. per piece		0.47	" 0.65	Large per box		2.80	" 3.10
DIMITIES, 12 yds. 36 in.		1.00	" 1.20	Small		2.30	" 2.50
41 in.		1.20	" 1.50	KEROSENE—Devos's per case		1.70	" 1.75
YARN, Cotton, Nos. 28 a 32 per bale		75.00	" 85.00	COTTON—Shanghai per picul		10.50	" 10.75
SPANISH STRIPES, Assorted per yard		0.52	" 0.58	FLINT STONES		0.40	" 0.50
MEDIUM and HABIT CLOTHS		0.70	" 1.05				

METALS.—Nail-rod Iron, a sale of 4,800 bundles Dawes, at \$1.85, is reported, the demand is very small, and prices nominal. Lead is selling at \$4.50 for L.B., and prices are recovering a bit.

KEROSENE OIL.—The excitement has continued, and prices have rapidly advanced on receipt of higher quotations from New York, considerable quantities have changed hands at \$1.65 to 1.75, and the closing prices are about \$1.70 for cash, and \$1.75 on time, with few sellers, two or three holders having the control of the market.

COMMERCIAL POSTSCRIPT.

21ST OCTOBER, 1880.

ARRIVALS:—(Since our last report)—October 15th, M.M. Co.'s steamer *Fang Tsé*, with the French mail, &c. ; 18th, Belgian steamer *John P. Best*, from Antwerp, &c. ; 21st, P. & O. Co.'s steamer *Zambesi*, with the English mail, &c. ; M.B. Co.'s steamer *Genkai Maru*, with the American mail, &c.

DEPARTURES:—(Since our last report)—October 15th, British barque *Star of the North*, for Portland (Oregon) ; P. & O. Co.'s steamer *Indus*, with the English mails, &c. ; 16th, British steamer *Venice*, for New York via Amoy ; 19th, British steamer *Diomed*, for London via Foochow.

The M.M. mail steamer *Sindh* takes about 1,800 bales of SILK, and about 300 tons TEA.

EXCHANGE.—On London, Telegraphic Transfers, 5s. 1½d. Bank Bills, 4 months' sight, 5s. 2½d. to 5s. 2½d. First-class Credits to Bank, 5s. 2½d. Private and Documentary, 5s. 2½d. to 5s. 2½d. On Paris, Bank, 6.54 ; Private, 6.63. On India, Bombay Bank, Rs. 307½ to 308½. Calcutta Bank, Rs. 307½ to 308½. On Hongkong, Bank Bills, demand, 27 per cent. disc. Private, 15 days' sight, 27½ per cent. disc. Bullion, Gold Bars, Peking, Shanghai Tls. 191.50 per bar of 10 Tls. Shanghai weight. Bar Silver, Shanghai Tls. 111.20 per 100 taels Canton weight. Mexican dollars, Shanghai Tls. 73.075 per 100. Copper Cash, 1,520 per tael.

S H A R E S.

SHANGHAI, 21st October, 1880.

Hongkong & Shanghai Banking Corporation.—There is no local business in this stock to report, though in Hongkong a number of shares have changed hands at 61½, holders now look for better figures.

China Coast Steam Navigation Co.—A fair number of shares of this stock have been placed at £120.

Shanghai Steam Navigation Co.—A fourteenth Return of Capital, at the rate of £2 per share, was paid to shareholders on the 19th instant. This makes in all £106½ per share that has been paid to shareholders.

Chinese Insurance Co.—Business in this stock is reported from Hongkong at \$300, locally there seems to be a disposition to buy, but holders are firm.

Hongkong Fire Insurance Co.—Business has been done at \$890 and exchange 73.

In other stocks there is no business to report.

SHARES.	No.	Value.	Paid up.	POSITION PER LAST REPORT.			LAST DIVIDEND, &c.		CASH QUOTATIONS.
				Reserve.	At Working Account.	Date.	To Shareholders.	When pd. or due.	
<i>Bank.</i>									
Hongkong & Shanghai Banking Corporation	40,000	\$125	\$125	\$1,600,000	\$23,325.25	30 June 80	* £1½	19 Aug. 80	61½ premium.
<i>Steamer Companies.</i>									
Shanghai Steam Navigation Co. (in Liquidation)	22,500	£100	.....	.....	.....	31 Dec. 79	Return of T.2 on capital.	19 Oct. 80	Tls. 1.15 nominal.
China Coast Steam Navigation Co.	5,000	£100	£100	£74,464.61	£24,135.84	31 Dec. 79		18 Aug. 80	120
Shanghai Tug Boat Association	900	£100	£100	.....	.....	.....	* 2 %	29 July 80	125 nominal.
China Shipowners' Association	1,380	£100	£100	.....	.....	.....	* 6 %	4 Oct. 80	105
<i>Docks.</i>									
Shanghai Dock Co.	440	£500	£500	£3,000.00	£1,158.67	30 June 80	* 2 %	3 July 80	230
Footung Dock Co.	950	£100	£100	.....	£263.88	30 June 80	* 5 %	3 July 80	86
<i>Gas.</i>									
Shanghai Gas Co.	1,500	£100	£100	£20,669.59	.....	31 Dec. 79	* 5 %	15 July 80	136
Compagnie du Gaz	500	£100	£100	£8,356.06	£9.51	31 Dec. 79	* 5½ %	4 Aug. 80	142½
<i>Insurance (Marine.)</i>									
China Traders' Insurance Co., Limited	600	1,666.67	\$500	\$425,000.00	\$70,278.43	30 Apr. 80	20 %	31 July 80	1,400
North-China Ins. Co., ...	1,000	£2,000	£600	£150,000.00	£535,371.81	30 June 80	75	22 April 80	1,125
Union Ins. Society of Canton ..	500	\$2,500	\$500	\$353,681.24	\$501,314.29	30 June 80	+ \$168.60	10 May 80	1,500
Yangtze Insurance Association ..	1,200	£350	£350	£448,114.71	£45,154.62	31 Dec. 79	* 6 %	16 July 80	735
Chinese Insurance Co., Limited ..	1,500	\$1,000	\$200	\$100,378.44	\$2,880.22	31 Dec. 79	* 6 %	5 July 80	305
<i>Insurance (Fire.)</i>									
Hongkong Fire Ins. Co., Limited ..	2,000	\$1,000	\$200	\$701,842.00	\$222,282.72	31 Dec. 79	+ \$43 p. sh.	3 Mar. 80	890
China Fire Ins. Co., Limited ..	4,000	\$500	\$100	\$368,267.00	\$90,585.66	31 Dec. 79	+ 12 %	4 Mar. 80	260 nominal.
<i>Miscellaneous</i>									
Shanghai & H'kew Wharf Co....	2,150	£100	£100	£15,000	£2,220.63	31 Dec. 79	* 5 %	15 July 80	152½
LOANS.		Amount of Loan.		Nominal Value of Bonds or Debentures.	Rate of Interest.		When Payable.		Closing.
Shanghai Mun. Debentures—Issue 1872		£ 28,700.00		£ 100.00	8 %		30th April & 31st Oct.		nominal.
Do. 1873		£ 21,000.00		£ 100.00	"		30th June & 31st Dec.		"
Do. 1875		£ 42,800.00		£ 100.00	"		30th June & 31st Dec.		"
Do. 1878		£ 24,000.00		£ 100.00	"		30th June & 31st Dec.		"
Lyceum Theatre Ordinary Debentures..		£ 17,000.00		£ 25.00	"		30th June.		£ 20
Do. Preference do.		£ 5,362.50		£ 37.50	5 %		31st Dec.		£ 20 nom.
Chinese Imperial Government Loan 1874		£ 627,615		£ 100	8 %		30th June & 31st Dec.		£105½
Do. do. 1877		£ 1,604,276		£ 100	8 %		28th Feb. & 31st Aug.		£102
Do. do. 1878		£ 1,949,500		£ 500	8 %		April and October.		£505 ex int.

* For half-year. † For year.

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HEIDSIECK & CO'S
DRY MONOPOLE.

39

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1st June, 1880.

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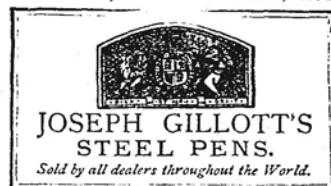
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